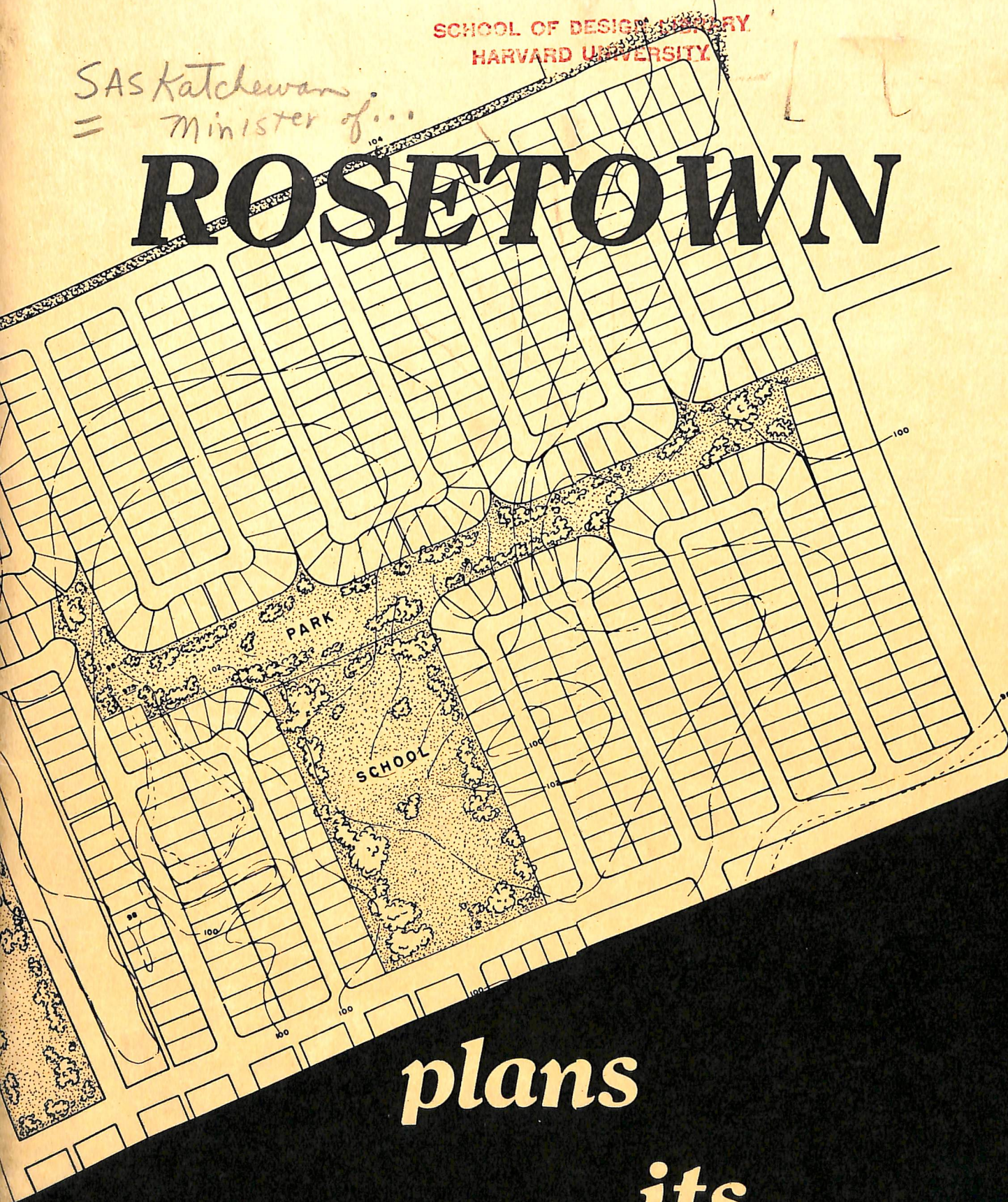


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Minister of Municipal Affairs

Administration Building,
REGINA,
March 7, 1957.

Gentlemen:

It is with a great deal of pleasure that I present the Planning Report of the Town of Rosetown, which you requested our Community Planning Branch to prepare in conjunction with you.

The Government of Saskatchewan attaches much importance to the orderly and economical development of our municipalities. Planning is the logical first step toward accomplishing such development. Even more important, however, the planning must be used continuously by the council in its future decisions on development problems in the town.

It is the hope that this report will be of assistance to you in guiding Rosetown's future growth and development, and that you will have every success in implementing its recommendations.

Yours truly,

L. F. McIntosh

L. F. McIntosh,
Minister of
Municipal Affairs.

The Council,
Town of Rosetown,
Saskatchewan.

ROSETOWN PLANS IT'S FUTURE

"A GUIDE FOR COMMUNITY GROWTH AND DEVELOPMENT"

prepared by
COMMUNITY PLANNING BRANCH
DEPARTMENT OF MUNICIPAL AFFAIRS
REGINA, SASKATCHEWAN

in cooperation with
THE ROSETOWN COUNCIL
ROSETOWN, SASKATCHEWAN

1957



Price \$1.50

PREFACE

In the last decade the Province of Saskatchewan has experienced large movements of population from rural areas to urban centres. Factors which have contributed to this phenomenon include the post war prosperity, the development of the province's natural resources and industries, mechanization of farms, and the desire of the rural people for the urban amenities. Such population shifts have had a profound effect on the physical, social and economic structures of both the rural and urban areas. In many cases urban municipalities are faced with many problems including the need for schools, recreational and play areas, additional lands for residential, commercial and industrial expansion and the utilities to service these areas.

In many instances the need for technical guidance and assistance in formulating plans for present and future community needs has been most keenly felt. In the case of Rosetown, the local council, on July 4, 1955, entered into an agreement with the Community Planning Branch of the Department of Municipal Affairs to act as technical advisors to the town and undertake the preparation of a comprehensive plan to guide the future growth and development of Rosetown.

This report is the result of surveys and studies undertaken by the representatives of the Branch in full cooperation with the local council. Mention should be made of the courtesy and helpful assistance extended by various individuals and groups in providing information and data for this report. Particular mention must also be made of the generous assistance given by the Town Clerk whenever it was needed. It can be said that this report is the direct outgrowth of the cooperative endeavor of many persons and groups.

The purpose of the report is to view the present conditions of the community and its problems and to list ways and means for the general improvement of the town. The report attempts to outline a plan of action for guiding the community's future growth and development.

The council is strongly urged to carefully review the contents of this report and adopt the suggested recommendations, and use them in making decisions relating to Rosetown's development.

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I INTRODUCTION

Rosetown, which is located in the heart of Saskatchewan's wheat belt in the Rural Municipality of St. Andrews No. 287 is situated 84 miles south-west of Saskatoon and 98 miles directly north of Swift Current.

Rosetown had its beginning at the turn of the century when in 1904 the first settlers arrived on the present town-site. In 1908 a railway line was extended to the community and in the following year on August 24 it was incorporated into a village. It wasn't until November 1, 1911 that Rosetown acquired the status of a town.

A glance at figure 1 makes it plain that the town is the focal point for the major transportation routes of the region. It is the dominant trade, service and governmental centre for a considerable area tributary to it. Any extensions of Rosetown's economic influence beyond its present trading area as shown in figure 1, are highly unlikely due to the parallel development of the town's competing centres, namely Biggar, Kindersley and Kerrobert.

The town's functions create a close link with the surrounding agricultural region wherein lies Rosetown's economic stability. Bordering on the Brown and Dark Brown soil zones, the region may be considered a typical prairie area with wide variations in soils ranging from dune sand to heavy clays. Of greatest importance to the region, however, are the extensive areas of clays and heavy clays (figure 2), which are considered to be the most productive wheat lands in the province. Land use surveys of the area conducted by the Provincial Department of Agriculture indicate that over 80% of the cultivated acreage is devoted to wheat growing. Thus the economy of the region is particularly vulnerable to the ever changing conditions of the wheat market and in addition to the vagaries of the prairie weather.

Figure 1

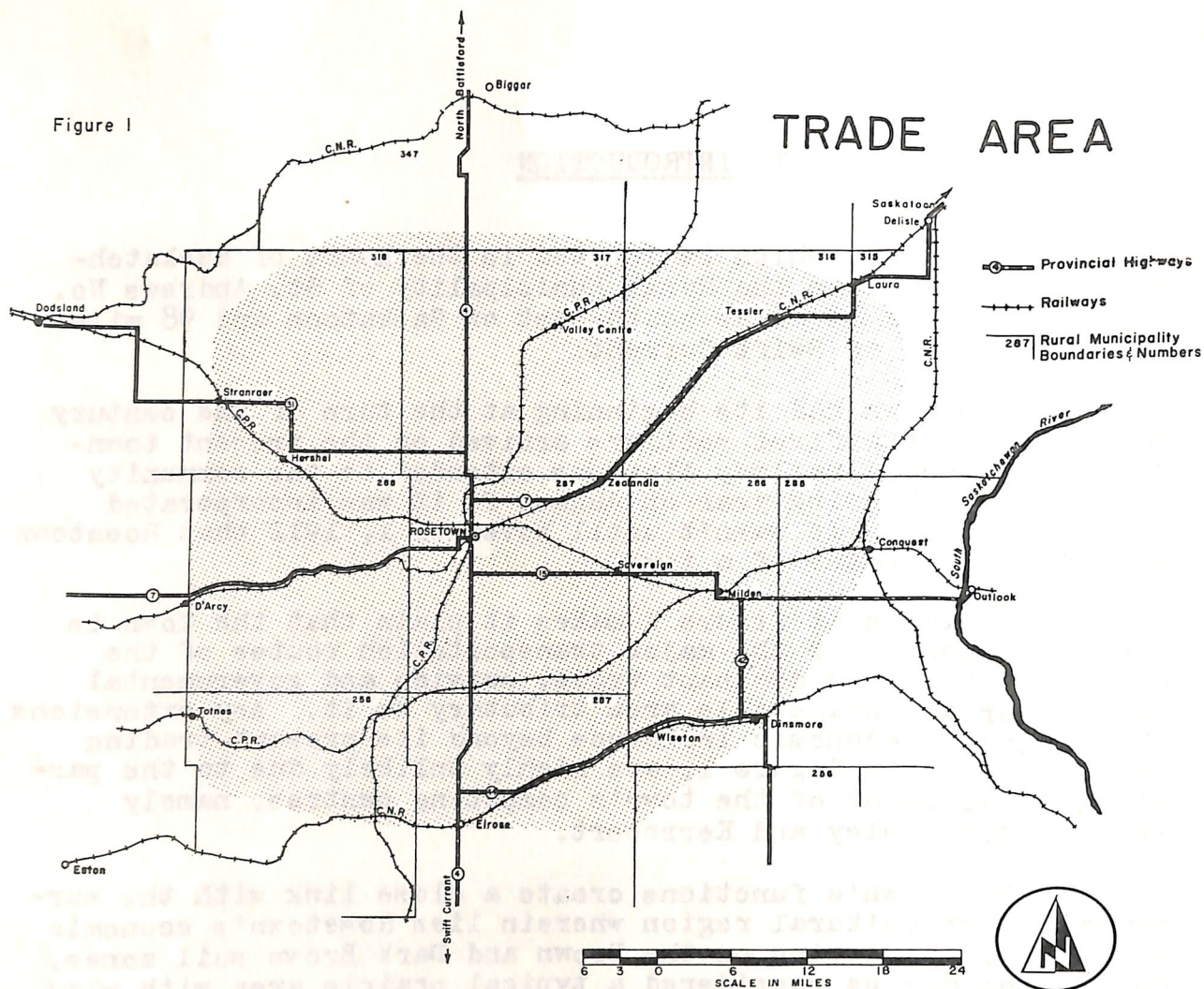
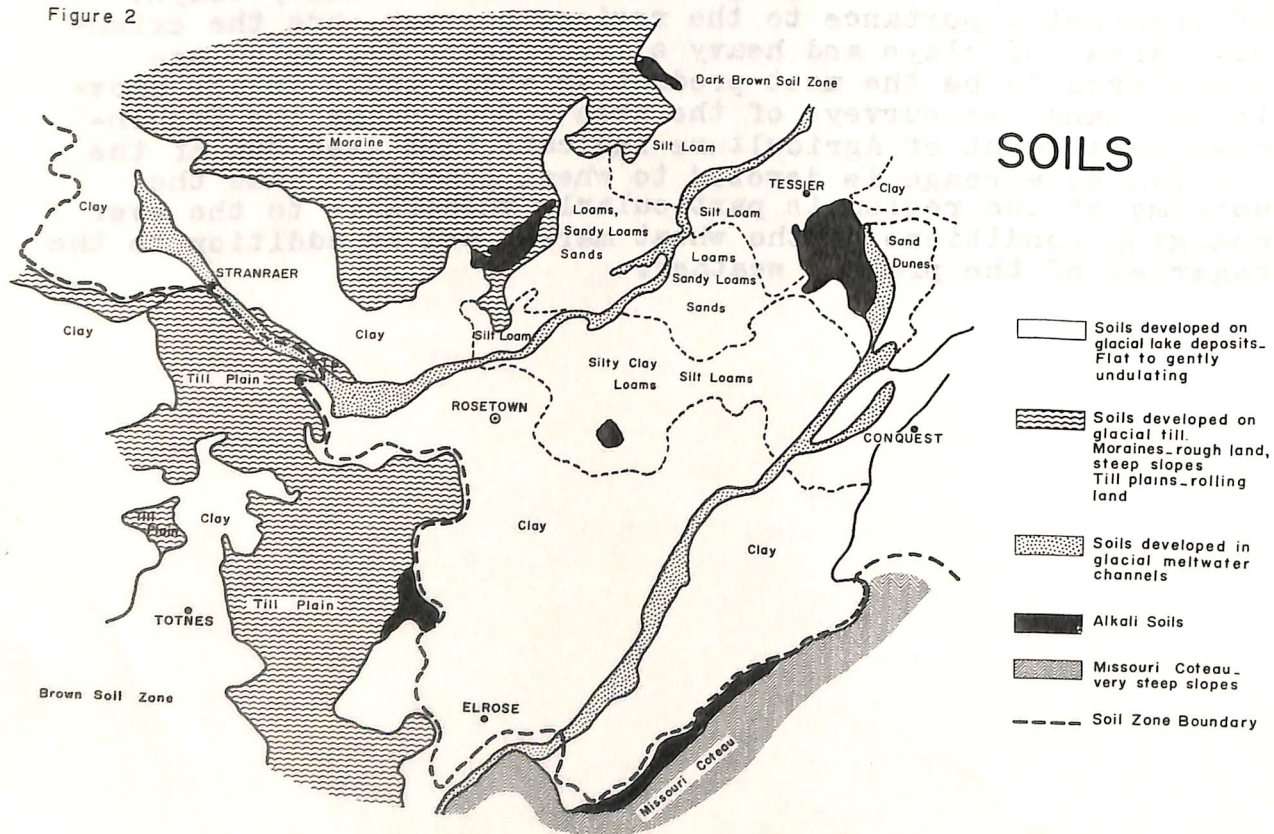


Figure 2



II POPULATION

The future population estimate of any community is desirable and basic to any planning the community may do in guiding its future physical growth and development. A study of population size, composition, characteristics, distribution as well as the effects of social and economic factors are essential in determining the future physical needs and requirements of a community.

In the case of small urban centres such as Rosetown where basic statistical data is limited, any attempt to predict and forecast future population trends accurately becomes extremely difficult. However, a forecast based on certain assumptions regarding population growths and declines together with an analysis of the factors influencing these trends must be attempted in order to know how the community is to be planned.

Basic Considerations

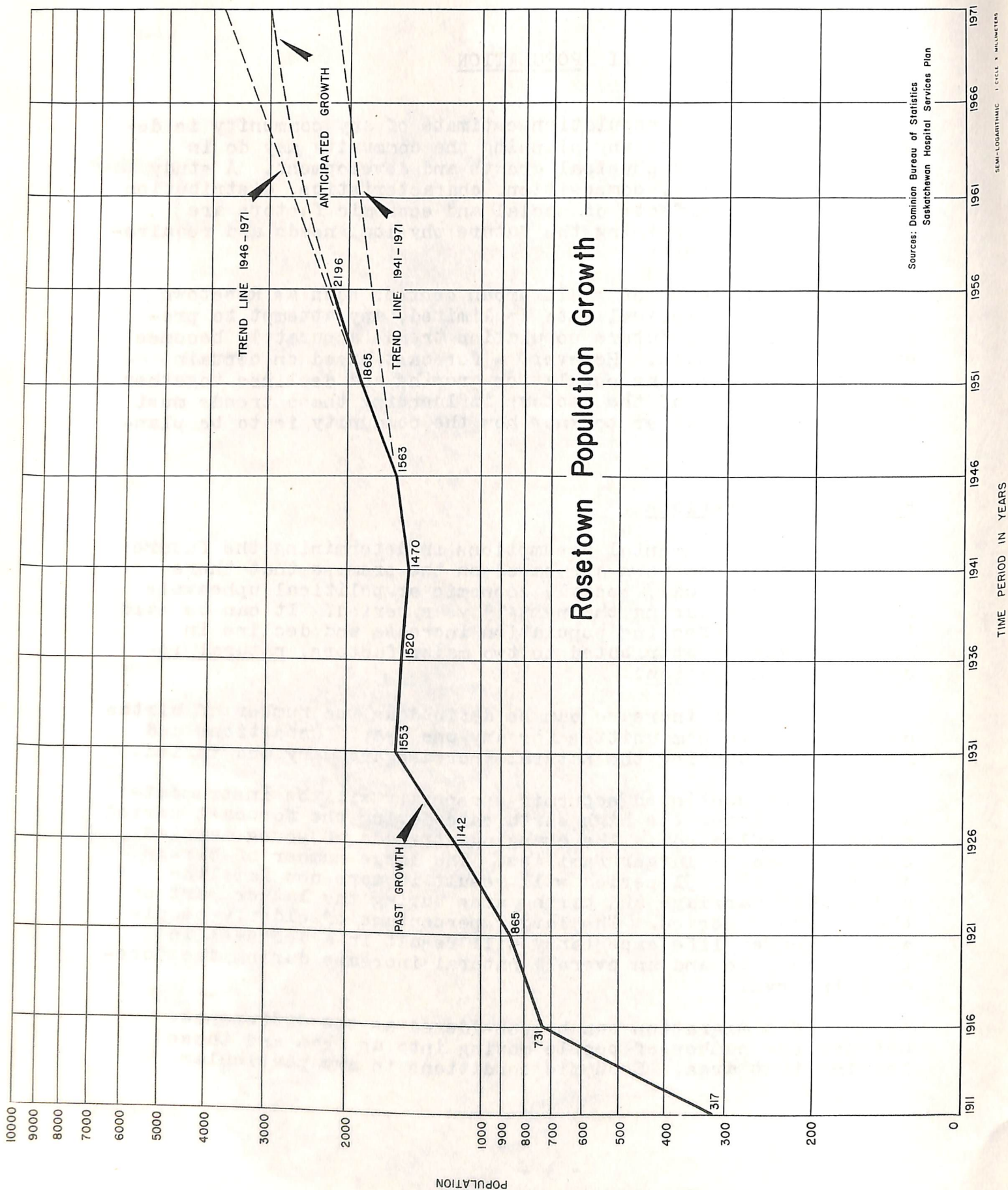
The fundamental assumptions in determining the future population of Rosetown are based on the premise that there will be no physical, social, economic or political upheavals in the country during the next 15 year period. It can be said that factors affecting population increase and decline in Rosetown can be attributed to two major factors, natural increase and migration.

Natural increase can be defined as the number of births over deaths in communities for any one year. Conditions and factors influencing the natural increase are many and varied.

The continued economic prosperity will be instrumental in sustaining the high birth rate during the forecast period which is reflected in the changing attitude of young married couples towards larger families. The large number of births during the 1946-51 period will result in more new families and higher marriage and birth rates during the latter part of the forecast period. The larger percentage of elderly people with a longer life expectancy will result in a decrease in the death rate and an overall natural increase during the forecast interval.

Net migration can be considered as the difference between the number of people moving into an area and those leaving that area. Economic conditions in any particular

Figure 3



area are one of the constituent elements affecting the migratory trends. Other motives and incentives such as social considerations also exert a varying degree of influence on migratory shifts in population.

In the case of Rosetown there are several social and economic factors that can be expected to play a major role in influencing the future population. The rural-urban population shift commencing with the war years and which is still continuing, can be expected to decline during the forecast period. A desire on the part of the rural people for the social amenities and services of the urban centre together with the mechanization of farms in the Rosetown area has almost been completely realized. A continuation of the building construction activity in the community may result in sustained employment in this field of endeavor for part of the forecast period at least.

The increase or expansion of commercial and industrial activities or lack of them, will contribute to the migratory trends. Furthermore, the possibility of an irrigation and power dam on the South Saskatchewan River may affect the economic life of the community which could be reflected in an increase of population.

Population Trends - Past and Present

By referring to figure 3 and studying the fluctuations of population growth and decline, it is seen that two periods of continued increase are evident, from 1911 to 1931 and the period from 1941 to the present. In the latter case the relative high rate of growth is still continuing with no indication of abating or levelling off.

The relatively high rate of population increase during the 20 year period which preceded the depression can be credited to a large number of factors including economic prosperity, opening of the agricultural west through immigration, growing markets for agricultural produce, as well as the development and expansion of the country's basic resources and industries during the war and post war years.

The 10 year period from 1931 - 41 saw a decline in Rosetown's population which was brought about by the economic depression and the drought years. The egress of population from Rosetown and other urban centres was further accelerated with the outbreak of the Second World War which saw the departure of the young men into the armed forces and with a

movement of people to the larger industrial centres in search of employment in the war industries. In spite of a decrease in population, Rosetown's relative rate of decline was not as great as in many of the other small urban centres in Saskatchewan.

During the war period the population of Rosetown climbed by 6.33% of which 2.45% was attributed to immigration and 3.88% to natural increase. From 1946 - 51 Rosetown experienced a further increase of 18.88% of which 9.10% was due to immigration and 9.78% to natural increase. The movement of farm people to urban centres and the return of the young men from the armed forces are the two major migratory factors contributing to Rosetown's growth since 1941.

TABLE I

ROSETOWN - POPULATION GROWTH AND DECLINE *

<u>Period</u>	<u>Natural Increase</u>		<u>Migration</u>		<u>Increase-Decrease</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
1931-36	54	3.48	-87	-5.60	-33	-2.12
1936-41	69	4.54	-119	-7.83	-50	-3.29
1941-46	57	3.88	36	2.45	93	6.33
1946-51	153	9.78	149	9.10	302	18.88
1951-55	190	10.19	65	3.48	255	13.67

* Source - Saskatchewan Hospital Services Plan

The high relative rate of population increase appears to be continuing with no indications of diminishing. However, an examination of table I reveals that the natural increase-migration ratio from 1951 to 1955 was 3:1 whereas in the 1941-51 period it was 1:1. There seems to be a clear indication that the number of rural people moving into Rosetown is declining and will continue to do so unless some new economic incentives such as new commercial and industrial enterprises can be attracted to Rosetown. At present there appears to be no likelihood of this happening and for the time being at least, Rosetown will continue to remain a service trade centre for the surrounding agricultural area.

Anticipated Population Growth - 1956-71

On the basis of the foregoing analysis it would be quite reasonable to assume that the high relative rate of growth

so evident in Rosetown during the last 15 years may continue for a few years, after which there will be a tapering off. This assumption is based on the fact that a fairly large percentage of the productive age group of the population will be composed of people born during the depression years when the birth rates were lower than today. Also migration into town can be expected to decline.

There is insufficient data on hand to determine the time and duration of the levelling off period in the population growth of Rosetown. However, if the economic and social incentives are strong enough to hold the future population within Rosetown, the latter part of the forecast period will see an increase in the productive age group which should be reflected in an upward inflection in the population curve.

On the bases of assumptions made and the studies and analyses carried out, the intermediate forecast trend line, as indicated in figure 3 can be considered as the anticipated population for 1971.

With an expected high population figure of 3790 by 1971 it is quite obvious that the community should give serious consideration to the effects of the additional 1594 population on the physical, social, and economic aspects of the community.

A study of the residential, commercial, industrial, transportation, public utility, educational, recreational and financial needs of the town would be required. A study of these various elements is essential and desirable in determining a possible course of action for the community's growth and development. For purposes of design the high forecast figure of 3790 will be used.

III PHYSICAL LAND CHARACTERISTICS

Topographic and Soil Conditions

A study of Rosetown reveals that the townsite is located in a poorly drained saucer shaped basin, interspersed with depressional cavities and indeterminate drainage channels.

The soil type is the Regina Association soil zone composed of a heavy textured soil developed on clay deposited beds of former glacial lakes. During periods of excessive precipitation, the slow filtration of the moisture through the heavy textured soils results in the inundation of the low depressional areas which often remain water logged for considerable periods of time. The topographic features of the townsite are clearly depicted in figure 4.

An examination of the land surface features of the townsite indicates that an undulating rolling topography diffused with depressional cavities and eroded knolls characterizes the area lying east of Young Street.

Referring to the built up portion west of Highways #4 and #7 and south of Sixth Avenue it is seen that the dominating physical feature includes a natural drainage channel partially obliterated by urban development, which extends in a westerly direction between Second and Third Streets. The developed area immediately north of Sixth Avenue is marred by interspersed depression disks. The physical land features are further complicated by an indeterminate stream channel extending in a north easterly direction which is one of the major contributing factors to the serious flooding problems confronting Rosetown.

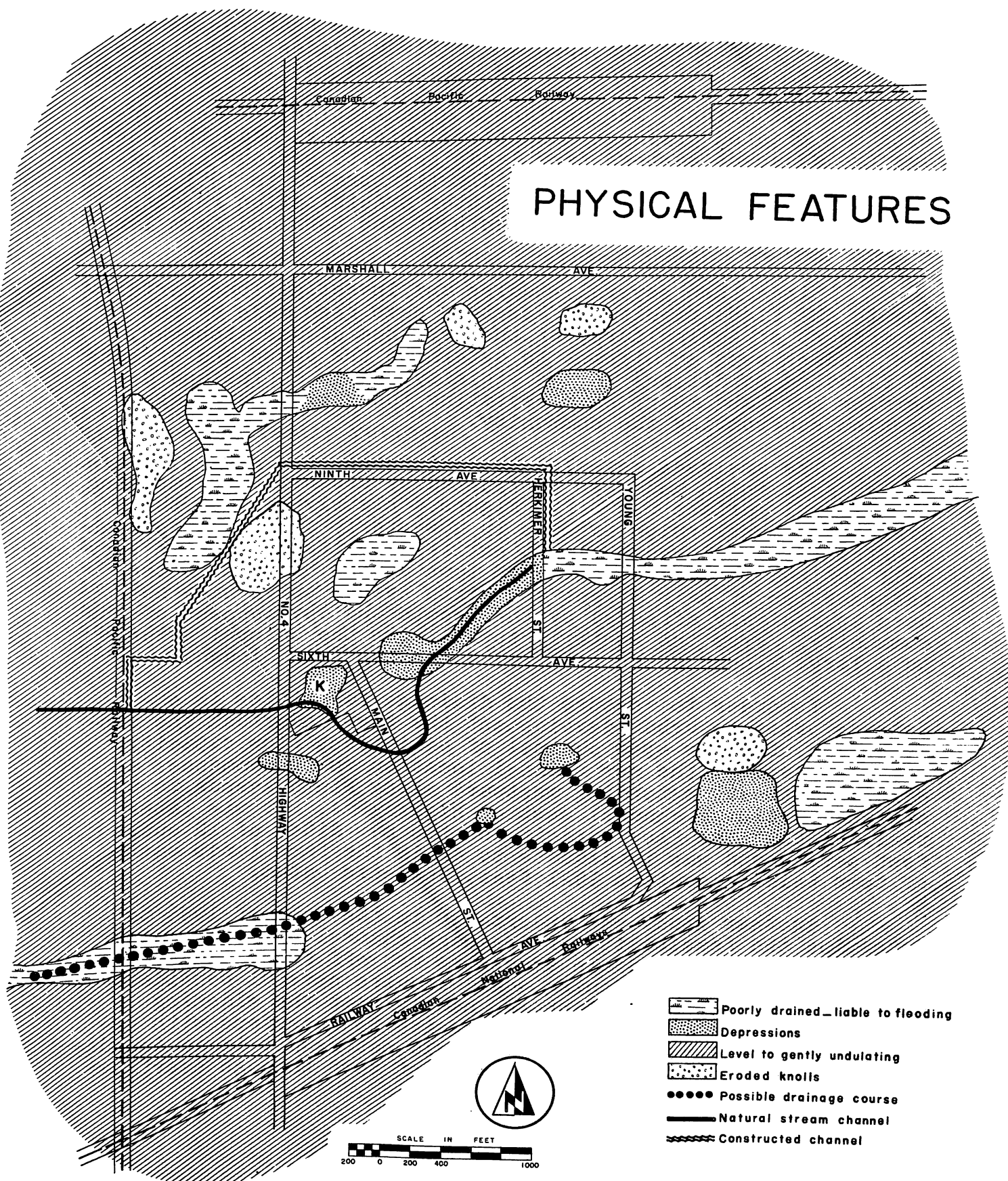
The area comprising the Exhibition Grounds, golf course and the agricultural area immediately south of the Canadian Pacific Railway right of way reveals a well drained area sloping upward in a northerly direction which is relatively free of depressional hollows.

The townsite to the west of and contiguous to Highway #4 is distinguished by undulating topography interspersed with low depressional areas subject to flooding and water logging.

Drainage Problem

It is quite evident that the existing physical features constitute a very serious drainage problem to Rosetown.

Figure 4



The superimposition of such man made features as street and lot improvements and road and railway grades with little or no consideration given to the unique and peculiar topographic features of the area has contributed to and aggravated the drainage situation. The unplanned urbanization of the townsite has created drainage conditions which have made the town and the adjacent eastern farm lands prone to serious and excessive flooding. This was vividly illustrated in 1951 and 1952 when excessive summer and winter precipitation resulted in the inundation of large segments of the town and farm lands to the east of it.

Since then several studies and investigations pertaining to the flood problem of Rosetown have been made by the Department of Agriculture, of the Province of Saskatchewan. The studies were an attempt to determine the cause and effects of flooding conditions in the vicinity and to define and determine ways and means of alleviating the serious drainage problem confronting the community.

The analyses revealed the existence of a natural drainage channel which had been obstructed by urbanization impeding the natural surface run off. Figure 4 clearly depicts the drainage channel which extends in a westerly direction through the townsite. Although almost entirely obliterated it is very well defined in the west side of town and in block K at the intersection of Main Street and Sixth Avenue which have not been appreciably affected by the growth and development of the community. From the westerly town limits the channel extends to a large slough often referred to as the Town Slough.

In order to restore the drainage facilities in existence prior to urban development the town undertook the construction of a new open channel of equivalent flow capacity. Figure 4 depicts the new channel location which commences at Herkimer Street, extending westward along Ninth Avenue to the original drainage channel west of Highway #4. It was later realized that the flow capacity of the new ditch of 12 cubic feet per second was inadequate to drain the farm lands east of town below elevation 1921 feet, Geodetic Datum.

Another study was undertaken in the Fall of 1956 to determine the feasibility of drainage channel widening which would be adequate to drain excessive run-off flow. Any contemplation of ditch widening would require careful consideration being given to two factors, namely that the widening through town would not be too excessive to interfere with urban growth and development, and, would not result in an inundation of the agricultural fields west of town through overflowing of the drainage channel.

The latest study suggests the flow can be increased to provide a controlled capacity of 50 cubic feet per second through the townsite. To achieve this flow a widening of the existing channel would be required. An examination of the channel profile reveals that to achieve the desired drainage flow the channel surface width would vary from approximately 25 feet to 65 feet. The greatest widenings would occur along Ninth Avenue west of block 26. This may require the removal of the residential dwelling situated on lot 25 of block 26.

The construction of the drainage channel to the specifications suggested will invariably have a profound effect on the configuration of the urban development contemplated north of Ninth Avenue especially in terms of street layout and block and lot orientation. The study strongly recommends that any urban development proposed in the general area should take into account the low lying areas east of Herkimer. It is suggested that any area below elevation 1920.7 Geodetic Datum be critically reviewed.

A further study is planned in the Spring to determine the type of design and cost of the proposed channel widening. It is strongly suggested that if the array of facts should indicate that such an undertaking is not only justified but well founded in its inception, then the town officials should implement plans for its realization. The drainage problem is one of the major problems facing the town and which will become more critical with further urbanization unless some action is taken to diminish the present drainage problem.

IV EXISTING LAND USE

An examination of the general land use map (figure 5) reveals the general pattern of urban development and land use composition. Like most prairie urban communities, the town is characterized by the existing grid street system, a carry over of the rural system of land subdivision so prevalent in Saskatchewan. The street blocks are rectangular in shape varying in size from 400 feet to 500 feet. All the streets and avenue rights of way are of standard 66 foot widths. Only Main Street and Highway #4 are of greater width dimension.

The configuration of the developed townsite assumes a unique pattern which can be largely attributed to the existing topography and the transportation pattern of Rosetown. The superimposition of the grid pattern subdivision design and railway lines on the townsite, with its distinct natural physical features, have been most influential in determining the pattern of physical growth and development.

The pattern has been primarily a northerly ribbon development one-half mile in width extending from the Canadian National Railway right of way bounded by Highway #4 and Young Street in the west and east respectively. Small pockets of urban development are evident outside this rectangular strip.

Existing Conditions

The land uses within the town can be categorized into four basic activities; agricultural, residential, commercial and industrial. A combination of these various land uses, their location, sizes, shapes as well as their relationship to one another and to the existing community facilities indicate some of the physical problems that the town is confronted with.

Table II reveals that Rosetown encompasses a total land area of 2600.94 acres of which 509.94 acres or 19.6% of the total townsite is developed. This is a marked contrast to many similar small communities in the province where the proportion of urbanized land area constitutes approximately 70% of the total townsite. The over abundance of undeveloped land stems from the over optimism of the community in its potential growth which manifested itself in the incorporation of over 4 sections of agricultural lands into a townsite.

Figure 5

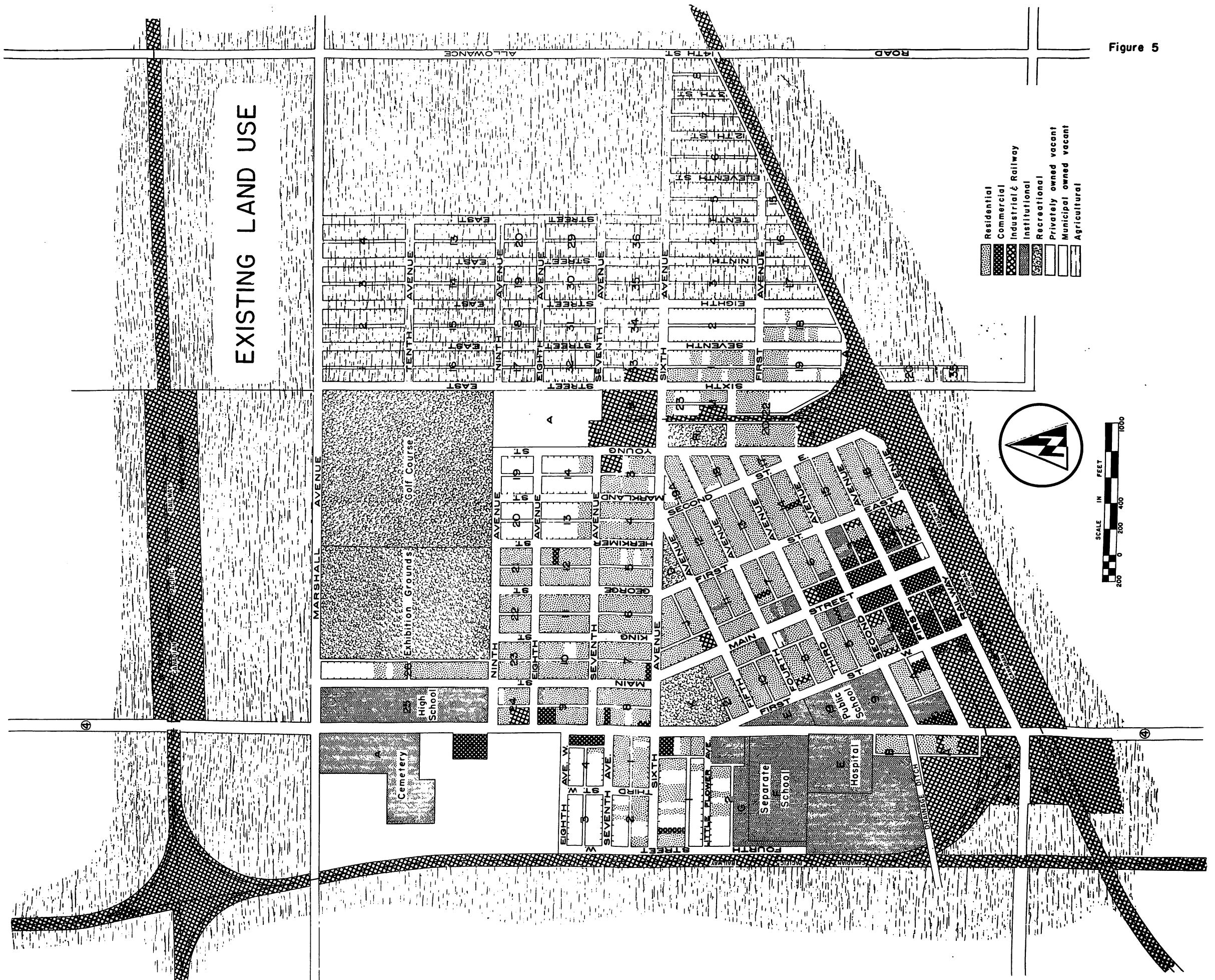


TABLE II
EXISTING LAND USE

	<u>Area in acres</u>	<u>% of area of all urban type uses</u>	<u>% of developed area</u>	<u>% of land area of town</u>
Residential	87.74	24.7	17.3	3.4
Commercial	11.54	3.3	2.2	0.4
Railway-				
Industrial	128.42	36.2	25.2	4.9
Recreational	72.18	20.3	14.1	2.8
Institutional	<u>54.90</u>	<u>15.5</u>	10.8	2.1
<u>Total Urban</u>	354.78	100.0		
<u>Type Uses</u>				
Streets	142.79		28.0	5.5
Lanes	<u>12.37</u>		<u>2.4</u>	0.5
<u>Total Develop- ed Area</u>	509.94		100.0	
Municipal				
Owned Vacant	61.04			2.3
Private				
Owned Vacant	10.36			0.4
Agriculture	<u>2019.60</u>			<u>77.7</u>
<u>Total Town Area</u>	2600.94			100.0

Of the total developed area only 87.74 acres or 17.3% is devoted to residential use which is a relatively small amount when compared to the area as developed for other uses in the town. Only 2.2% of the developed site is utilized for commercial endeavours.

A substantial acreage is employed for railway and industrial activities which is exceptional for an agricultural market centre, but understandable when it is realized that three different railway rights of way intersect the town. Approximately 128.42 acres or 25.2% of the developed area is devoted to railway and industrial use.

The uneconomical pattern of street design adopted by the town is reflected in the fact that 31.62% of the developed townsite is devoted to streets and lanes.

A very limited amount of vacant land is available within the townsite for future development. Approximately 2.7% of the total townsite consists of municipal and privately owned vacant land and a large portion of it is subject to flooding, making it unsuitable for urban expansion. In addition to the vacant lands, the town also possesses additional lands within the townsite which are under cultivation.

V RESIDENTIAL AREAS

For any community to grow and expand in a logical and orderly manner, suitable land designated for residential utilization is most desirable. The residential areas should be so conceived and planned that protection from objectionable and undesirable neighboring uses inconsistent with healthful living will be realized.

A study of table II discloses that only 17.3% of the total townsite is employed for residential use. Generally speaking the area occupied by residential dwellings constitutes most of the developed land north of Second Avenue lying between Highway #4 and Young Street with a limited amount of interspersed industrial and commercial activities evident throughout. Sixth Avenue which is a major thoroughfare divides the residential area into two distinct areas, north and south, with the southern site further differentiated into two smaller areas by Main Street. Clusters of homes are also found in the western and eastern fringes of the major residential areas.

Due to the unfavorable land characteristics and the transportation pattern Rosetown's residential growth has been limited to a linear type of development. To the north and south residential expansion is partially obstructed by railway lines; to the west it is limited by a highway and railway rights of way; and to the east by low lying areas which are prone to flooding during periods of excessive precipitation. The topography favors sewer and water installations and extensions in a northerly direction which clearly reflects the continuation of residential expansion in a linear fashion.

Housing Conditions

The development of the residential areas has been one of scattered development in the early stages of expansion, followed by periods of filling in of the vacant dwelling lots interspersed throughout the residential sites. The ages of the various dwelling units vary considerably. Of the present homes, 40% were erected prior to 1915. 30% were built between the two World Wars and 30% were constructed since 1940.

A study and analysis of the assessed values and living space of the homes in Rosetown provide an insight into the types of dwelling units. In the southern residential area the floor space of the homes vary from 600 square feet to 1000 square feet having an assessed value ranging from \$1250 to over \$2500, this means that the market values of the homes would vary from \$5000 to over \$9000 and would be considered

good dwelling units for a small community such as Rosetown. In the northern area the homes are of approximately the same size but the assessed values are lower - ranging from \$500 to \$1250. The small clusters of residences west of Highway #7 and east of Young Street are substandard in terms of building size and assessment.

There is every indication of the development of a new residential area north of Ninth Avenue with higher assessed values and floor areas. A study of the homes in block 26 reveals that there is a trend toward one storey single family dwellings with a minimum floor area of 900 square feet and an assessed value greater than \$2500.

Of the total dwelling units approximately 75% possess floor areas in excess of 500 square feet which indicates a fair amount of liveable dwelling space for the average Rosetown family. It is interesting to note the trend to larger homes has been reflected in the fact that since 1940 the majority of the dwellings constructed provide for at least 700 square feet.

It can be said that, with some exceptions, the dwellings in Rosetown are of fairly good standard. The residential pockets adjacent to the main residential site are of substandard quality with much to be desired in terms of construction and liveable floor space. An improvement of conditions could partially be realized with sewer and water utility extension into these areas. However, due to the low lying areas east of Young Street, the extension of the facilities is only economically feasible into the residential pocket west of Highway #4.

In view of this it is suggested that further development of residential areas east of Sixth Street East be discouraged through the implementation of zoning regulations. At the same time, the town should encourage the moving of these homes and the erection of new homes by people with a modest income onto the existing municipal owned vacant lands, where sewer and water facilities are available or can be economically extended.

In 1956 the town passed a building bylaw based on the National Building Code. It is hoped that this bylaw will aid and encourage better types of dwelling units from the point of view of structural stability and living area which will result in raising the overall structural standards of residential homes in Rosetown.

Residential Land Requirements

On the basis of the anticipated high population forecast period of 1970 by 1971, the town can be expected to increase by 1594 people on the Dominion Bureau of Statistics Census figures for 1956. Using the 1951 Dominion Bureau of Statistics' figure of 3.3 persons per household there will be a need for 488 residential lots to accommodate the anticipated population increase. This is based on the assumption that the majority of the dwellings will be single family homes with a nominal number of larger homes possible.

An examination of the land use map (figure 5) and the physical features map (figure 4) clearly indicates that much of the municipally owned and privately owned vacant lands are unsuitable for residential expansion because of the unfavorable topographic conditions in these areas.

An analysis of the area immediately north of Ninth Avenue outlined in figure 5 indicates the most logical choice for residential expansion. The land is well drained and sewer and water extension into this area is feasible. This area consists of the present Exhibition Grounds, golf course and agricultural lands including a portion of the municipal owned airport which is under cultivation. The area suitable for development encompasses approximately 146 acres which is more than adequate to meet the town's residential needs within the next 15 years.

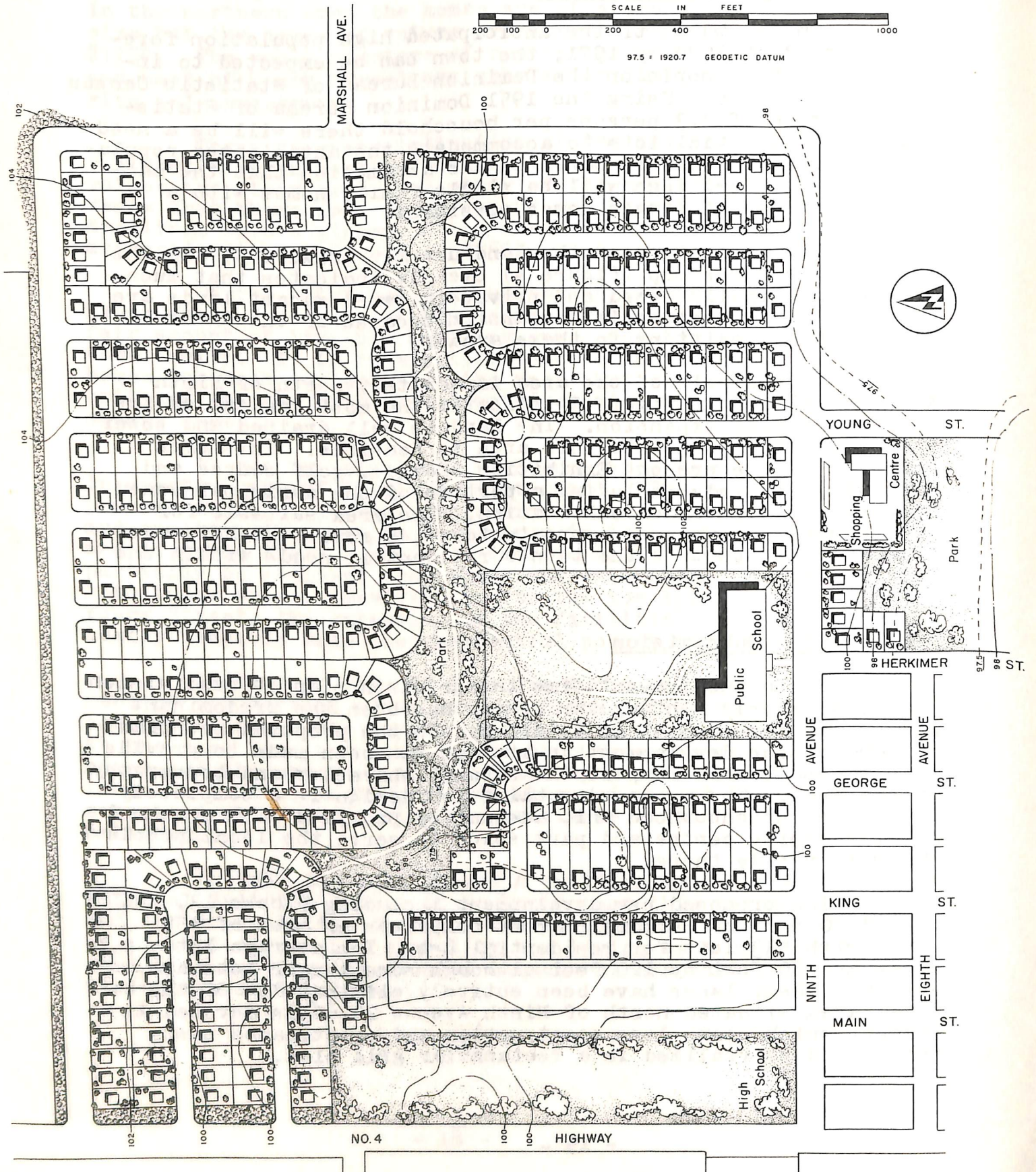
Proposed New Subdivision

Up to the present time the gridiron plan of subdivision with its orderly rectangular design has been the predominant pattern of development in Rosetown. In the proposed new plan of subdivision development an attempt has been made to provide a scheme that will respect the natural character and topography of the area. The proposed subdivision design is a completely integrated neighborhood unit adequately provided with a school site, shopping centre and park space to serve the local people who will reside there.

The proposed new development including blocks 13, 14, 19 and 20 east of Herkimer Street comprises an area of 157 acres with 533 lots for residential use. The average lot sizes are 60 feet by 120 feet although some larger lots are evident. Rear lanes have been entirely eliminated. Of the total area situated north of Ninth Avenue 20.6% is devoted to streets which means less construction and maintenance costs than would be realized in a rectangular grid plan.

Figure 6

PROPOSED SUBDIVISION



The subdivision, in terms of street design layout is functional with both major and minor local streets provided to serve the area. Both through and local traffic are safeguarded. The major routes which form the boundaries of the neighborhood unit are 80 feet wide, and the local access streets which extend into the area are 50 feet wide with one exception.

The plan provides for proper traffic circulation limiting the heavy through traffic to the outer periphery while encouraging local traffic within the neighborhood. The subdivision design encompasses good engineering principles including right angled intersections. It conforms with the present and future thoroughfare plan of the community and readily lends itself to any future transit route system that may be adopted by the community.

The dwelling units are all located on uniform lots with odd shaped triangular lots non existent. The lots are of adequate width to provide driveways with access from the local minor streets. Although the front yard regulations for the new area provide for a minimum set back of 25 feet in the proposed zoning bylaw the front yards in the design vary from 25 feet to 35 feet in a uniform pattern which presents a pleasing variation of homes along the local residential streets. The monotony and dreariness so often associated with fixed front yard setbacks is entirely eliminated.

The school site consisting of approximately 11 acres is centrally located and easily accessible to the children in the new area. All points within the neighborhood are within one-half mile of the school site. Children residing in the new subdivision will not have any major streets to cross on their way to and from school. In many cases no streets will be crossed at all, and where it is necessary, only one local minor street will be traversed. The site is so situated that it will also serve the school population residing in the residential area north of Sixth Avenue.

A park site comprising 9.8 acres has been designed to serve the neighborhood. Another park consisting of approximately 7.6 acres immediately south and contiguous to the local shopping centre has been provided to serve the community. In the case of Rosetown where park facilities are limited to block K and a triangular parcel on Sixth Avenue additional recreational open space becomes a necessity.

The 9.8 acre park site in the new design has an interior setting and is not bounded by perimeter roads, so common in the grid pattern. This results in greater safety to both the

young and old people using them, and at the same time ensures an economical layout of utility services within the area.

The subdivision design utilizes the existing water lines and sewer mains. With sewer and water mains existing along King Street and George Street, the street design is such that these utilities can be extended into the new area with relative ease and economy. The design also lends itself to development by stages which will result in economical sewer and water extensions into the new area.

The local neighborhood shopping centre which borders on two major thoroughfares is provided with adequate off street parking space. It ensures a grouping of stores on one site and at the same time discourages undesirable commercial strip development.

VI COMMERCIAL AREAS

A prosperous central business area is beneficial to the entire community and various methods of inducing its growth and development should be encouraged. A study of Rosetown's business areas should reveal any problems facing the community and any suggestions for possible solutions should be carefully considered.

An examination of the central business district (figure 5) reveals that the bulk of the commercial activity is limited to Blocks 1, 2, 3 and 4 with some fringe business enterprises adjacent to it. A casual glance at the central business area reveals that the existing buildings are in many cases non modern wooden frame structures which are obsolete and deteriorating. There is no evidence or any indication that steps are being instituted to improve the existing situation.

The commercial activities in the central business can readily be differentiated into two major functional areas, retail trade and service trade areas. Retail trade is limited to Main Street which includes drugstores, hardware and electrical appliance stores, jewellery stores, business offices, hotels and banks, to mention a few of the commercial uses. The remaining business area is devoted to a mixture of retail activities and such enterprises as service stations, garages, automobile and implement sales and so on. Interspersed throughout the central business district can be found such industrial activities as lumber yards, dead storage lots, machine repair shops and similar undertakings.

In addition to the central business district, certain commercial enterprises have developed in a ribbon type pattern along Highway #4 including service station, motel, trailer camp, warehouse, electrical sales and tinsmith shop.

Future Commercial Requirements

With an anticipated population increase a study of the needs and requirements of the various commercial areas should be investigated.

If the anticipated high population forecast of 3790 is attained, will the existing commercial facilities of the central business district be adequate to serve the buying needs of the purchasing public, or will there be a need for an in-

crease in the number of business establishments? If additional premises will be required for commercial activity where would the most natural area of least resistance to the proposed expansion be? Should the central business area be separated on a functional basis with a retail and general commercial section, or should there be only one central business district with all the various establishments intermingled throughout in a haphazard manner? Will a local shopping centre be desirable?

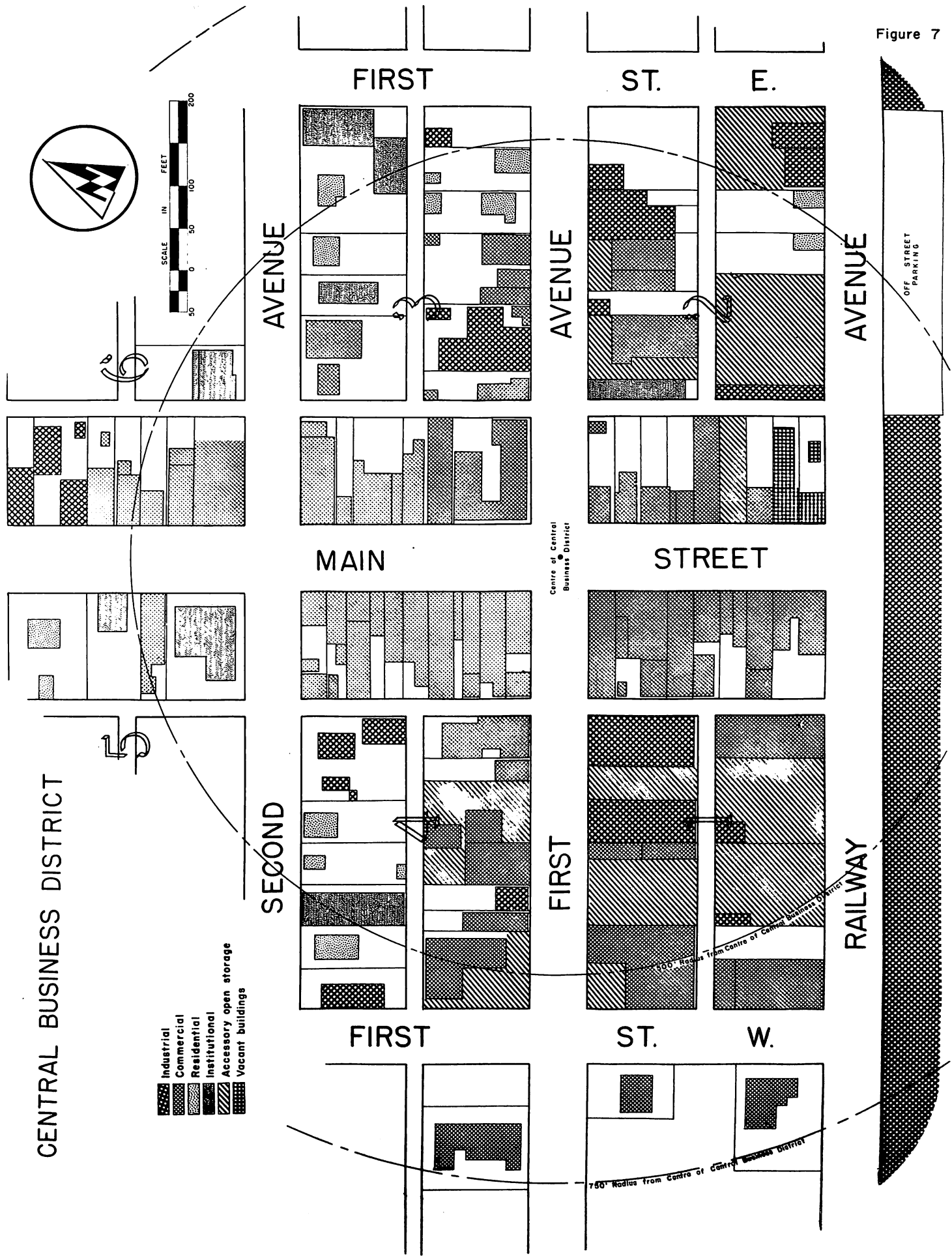
An analysis of the commercial areas in town reveals that there are approximately 4330 feet of commercial frontage in existence. Applying the common yard stick in Saskatchewan of 75 lineal feet of business frontage for 100 population, it is seen that the present facilities are adequate to serve a population of some 5780 people which is well in excess of the anticipated high forecast figure of 3790. The central business district itself with a frontage of 3150 feet is capable of serving a population of 4200.

On the basis of the above calculations which merely form an indicator, it would appear that the present commercial facilities will meet the needs of the future, not through an increase in the number of stores but through an increase in sales volume by the present business establishments. The addition of several stores could take place but the present central commercial area will be adequate to handle the needs of the future. Excessive commercial growth and expansion seem unlikely during the forecast period.

A study of the central business district reveals the lack of vacant lots for limited expansion of present premises and several additional stores which would likely occur. If pressures for additional business sites should arise it would seem logical for expansion to proceed along First Avenue between First Street West and Highway #4. The present low assessed substandard homes, the curling rink which is to be abandoned as well as some areas which are now used for dead storage sites could readily be converted to commercial activities.

It would seem logical to differentiate the central business district into its two major functions, namely retail and general service trade. The retail area could be limited to Main Street and the remainder of the central business area could be devoted to the other commercial endeavors.

Figure 7



An examination of the land use map (figure 5) reveals that certain commercial activities abutting Highway #4 are in existence with every indication of additional commercial establishments locating in a haphazard manner along this major thoroughfare. To avoid commercial ribbon development the proposed zoning bylaw for the community limits the commercial activities to certain designated areas along the highway.

Furthermore, in view of the anticipated increase in population during the forecast period, the proposed plan of subdivision (figure 6) provides for a local neighborhood shopping centre to serve the residential areas in the general vicinity.

Off Street Parking and Unloading

Congestion in the entire central business area is approaching the problem stage. With the possibility of limited commercial expansion an intensification of the congestion problem in the near foreseeable future is likely. The keen competition among automobile shoppers and between them and the truckers unloading their commodities at the various business establishments is becoming more evident. The lack of adequate off street parking facilities as well as traffic controls and their effective implementation have contributed to the congestion problem confronting the central commercial district.

This problem is reflected by the shoppers double parking on the main business thoroughfares, by shoppers parking all day at one curbside and by the truckers unloading their wares at the front of the various stores. Insufficient designated stalls and inadequate provision for diagonal and parallel parking have all contributed to the confusion and congestion in the central business area. This has meant the loss of sales by some local merchants to potential customers simply because adequate and proper facilities for off-street parking and unloading are unavailable.

The congestion problem is bound to increase unless some serious consideration and forethought is given to it. Several courses of action or a combination of them suggest themselves.

One possible solution would entail providing adequate off street parking facilities. Studies have disclosed that off street parking space is more productive of shopping sales than curb space even though the contention of some merchants may be to the contrary. Motorists will not become shoppers

until adequate parking facilities are provided. Failure to do so will alleviate their patronage as the problem grows worse.

The location of off street parking facilities in relation to the various commercial enterprises is important when it is realized that down town shoppers are unwilling to walk more than 500 to 750 feet from their parking place.

A glance at the central business district map (figure 7) indicates limited off street parking facilities which are inadequately maintained. The parking facilities consist of a site on the Canadian National Railways right of way immediately east of Main Street. At present the site is ungravelled and unusable during wet rainy spells. No vacant business lots are available which could be converted into possible off street parking sites.

It would seem that the suggested proposal for off street parking will be difficult to realize to any degree at all since all the lots are built on and are used for business, industrial and residential activities. It may be argued that the purchase of the low assessed residential sites for use as off street parking sites may be economically impossible for a merchant to undertake. A possible approach could be the development of cooperative off street parking facilities or contract agreements for use of existing commercial lots, garages, and lumber storage sites which are not used to their full capacities.

Another possibility to alleviate the congestion problem could include the installation of parking meters along the major commercial streets with a time limit enforcement. There are several arguments that favor the installation of parking meters. Firstly, parking meters would provide for easier enforcement of the parking regulations. Secondly, metered stalls encourage a rapid turnover of space which would provide available space for more customers. Finally, the revenues derived could be used for the improvement of traffic and parking problems.

A third possible solution is that where possible the employers of the various business establishments should provide parking facilities at the rear of their respective properties for themselves and those employees owning private cars. In some cases this would not be possible since in the retail business area rear yards are non existent, or too small to provide such facilities.

Another major factor contributing to the general congestion problem is the lack of adequate off street unloading

facilities for truckers unloading their wares and commodities. The use of curb space by the shopper has limited the space for the truckers.

Much can be done by the local businessmen to alleviate this situation by using the space at the rear of their stores for unloading areas. In some cases this will be impossible since the retail stores are built on the whole property site. In such instances where rear yards are available such space is usually filled with rubbish or stored goods which could more efficiently used.

It can be said that congestion in the central business district is approaching the problem stage. Off street parking and off street loading will become major problems confronting the community unless immediate steps are taken to alleviate the situation and not left for the future when the central business area is completely developed and the cost of providing these facilities becomes prohibitive.

VII INDUSTRY

For any community to have a sound economic base a certain amount of industrial activity and development is not only desirable but also necessary, since it is the industrial and commercial enterprises that provide the major portion of the source of income which helps to support the community at large and aids in its growth and development.

Rosetown is a distributing and trade centre serving the region around it. It is well serviced with railway and highway facilities. Both the Canadian National Railway and the Canadian Pacific Railway pass through Rosetown as well as Provincial Highways #4, #7, #15 and #31 which converge on the townsite.

The town is located on the C.N.R. Goose Lake line which provides daily service with the exception of Sundays. Rosetown is served by two C.P.R. lines, the Moose Jaw-Macklin branch line which provides daily service excepting Sundays, and the Matador-Biggar branch line which provides semi-weekly service. The highway transportation network is quite adequate connecting Rosetown with such centres as Saskatoon, Swift Current, North Battleford, Biggar and Kindersley to mention a few of them.

The town is a distributing centre for such commodities as auto supplies, dairy and poultry products, gas and oil fuel, clothing, household furnishings, building materials and farm machinery. In addition to the wholesale establishments the community's industrial activities include lumber yards, machine repair shops, welding shops, coal and wood yards, bulk oil stations, tinsmiths, blacksmiths, gravel storage and grain elevators which are common to most prairie centres of similar size.

A cursory glance at the land use map (figure 5) reveals that the industrial enterprises are delineated into several distinct sites along the major thoroughfares and railway rights of way within the townsite. The major concentration of industrial activity is found along the C.N.R. right of way with some infiltration of industrial uses in the central business district evident. Another concentration of industrial endeavor is found along the C.N.R. spur along the eastern limits of the developed area including a bulk oil station, gravel storage, electrical power station, Department of Highways office, garage, and storage yards, and the rural municipal seed cleaning plant. Some industrial uses are also noticeable along Highway #4 in the south west part of the developed townsite.

Although the present industrial activities are limited in scope, adequate utility services and facilities such as sewer, water, gas and electrical power, railway and highway facilities and suitable land for industrial expansion are available to meet any anticipated industrial growth. In any future plan of industrial development, very serious study and deliberation should be given to a suitable location for new industries. From the point of view of high, flat, well drained land the area immediately adjacent south of the C.N.R. right of way lends itself to such development.

It is suggested that if industrial development appears likely, a plan of an industrial subdivision to accommodate new industries should be prepared.

VIII CIRCULATION PATTERN

Major Highway System

An examination of the highway map of Saskatchewan clearly reveals that Rosetown is the hub for the highway system serving the central western part of the province with many provincial highways converging and radiating from it. The highway system connects with such centres as Biggar, North Battleford, Saskatoon, Outlook, Elrose, Swift Current, Kindersley and Kerrobert (figure 1).

In addition to the provincial highway system two local main market roads enter Rosetown from the east. They include Marshall Avenue in the north and a road in the south which enters the business area at the intersection of Railway Avenue and Young Street. Both are of dirt construction and in relatively good travelling condition.

The majority of the traffic converging on Rosetown originates in the north although a substantial volume converges from the south as well. It can be said that traffic entering and leaving Rosetown is basically a two-way north-south traffic flow. The effect of the location of the major highway network and vehicular transportation movement on it has had a profound influence on the configuration of the land use pattern of the community. Since the thoroughfare system will continue to exert its influence on the shape of development proper planning measures should be adopted that will result in the proper integration of the road system with the existing land use pattern. Such an approach would provide for the logical development of the community rather than act as a deterrent and obstruction to Rosetown's growth and expansion.

Internal Major Street System

1. Street Pattern

An examination of the townsite reveals the existence of a rectangular grid iron street pattern creating square and rectangular blocks of residential, business and industrial development. This system of street and road layout which devotes 30% to 40% of the total developed area to streets and lanes originates from the land survey system adopted in Western Canada of subdividing farm lands into one mile square sections. Rosetown's street pattern follows the original land survey lines in spite of the unfavorable and irregular topographic features existing in the area.

In addition to its uneconomical layout another drawback of the grid system is the difficulty encountered in differentiating between the major and minor thoroughfares in a community for channeling through and local internal traffic. This is quite true of Rosetown where all the streets are of standard sixty-six foot widths with Main Street and Highway #4 the only exceptions. In the existing street pattern the differentiation into major and minor streets is, to a large extent, a matter of chance since the system is not wide enough to serve as major traffic arteries but more than of ample width than is necessary for minor streets.

A study of the street system reveals that the streets in the central business area are asphalt paved with the remaining roads gravelled. The rear lanes in the community are of dirt construction with the exception of the central commercial district which are gravelled. The town also possesses concrete walks as well as board walks and to a lesser extent some cinder walks.

2. Traffic Pattern

The traffic originating to the north of town and proceeding to the central business areas relies on two main thoroughfares to reach its destination, Highway #4 and First Avenue West. Railway Avenue is the major traffic feeder for the north bound traffic proceeding from the south. The bulk of internal traffic in Rosetown whether entering or leaving, relies on the three mentioned thoroughfares for access and egress from the central commercial area. A designated major thoroughfare for truckers entering and leaving town is comprised of Highway #4, Railway Avenue, Young Street and Sixth Avenue.

The effect of the major street system on the various constituent land uses within the community is clearly reflected in the land use map (figure 5), when it is seen that the bulk of the recreational areas and institutions border these major traffic arteries especially in the western side of the town-site. They include the collegiate, park site in block K, elementary schools, hospital, separate school and convent, cemetery, exhibition grounds and the local golf course. The location of some of these institutions abutting major thoroughfares greatly increases the traffic hazards of the community especially to the children and young people attending school.

The lack of a functional street pattern further complicates and contributes to the overall traffic hazards of the community. Inadequate and improper traffic signs and improperly

designated speed zones have increased the dangers arising from large volumes of vehicular traffic using intended minor streets for major thoroughfares. This is especially true of streets adjacent to the central business area.

Proposed Thoroughfare System

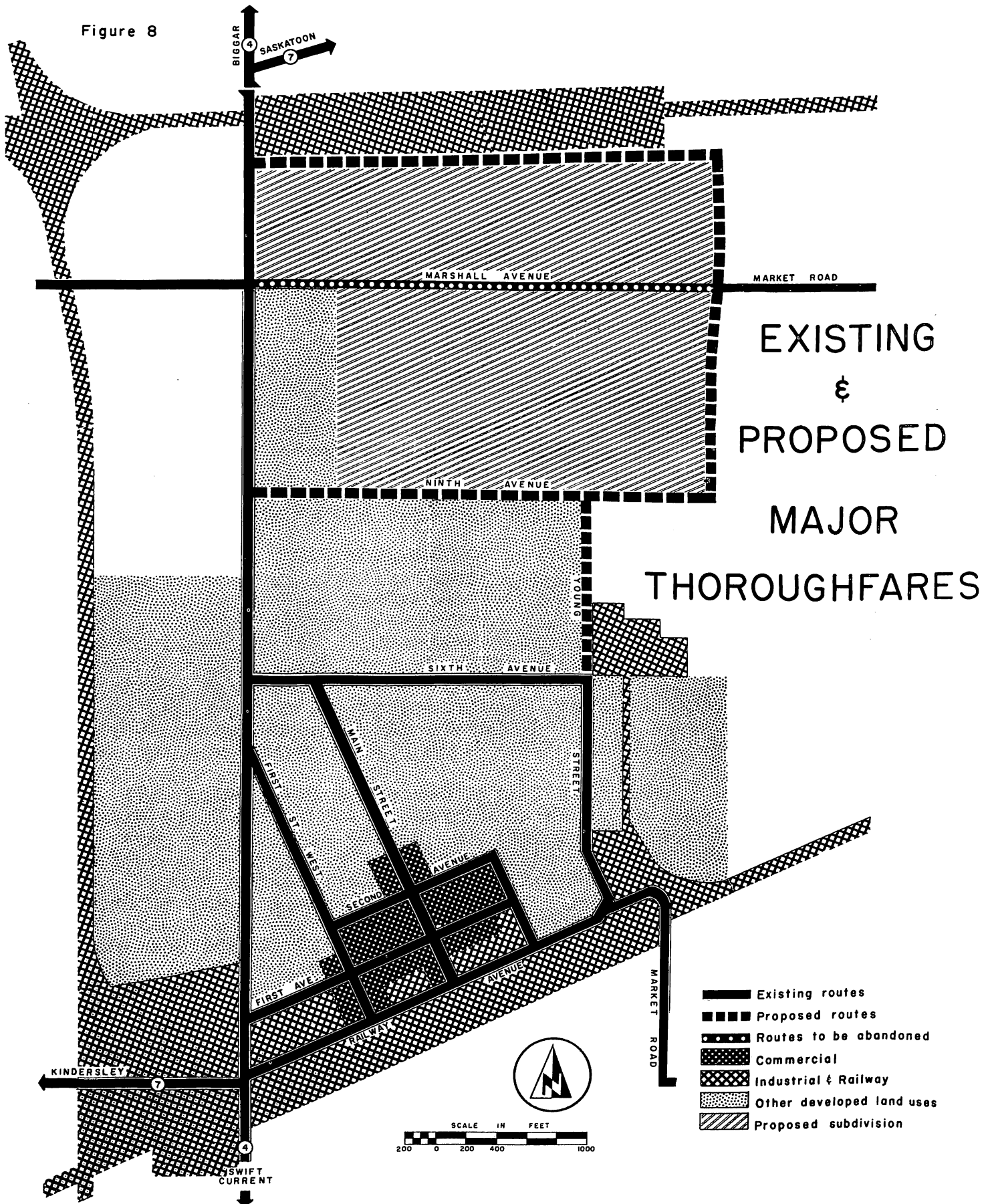
The major thoroughfare system of any community should be so conceived that it will conform to the existing and future land use pattern. It has already been indicated of the powerful influence exerted by the major thoroughfare system on Rosetown's development which in some cases has resulted in an undesirable pattern of urban development. In studying the present major road network in relation to the existing pattern of urban growth their extensions should be planned and designed to provide the most functional street system possible. The beneficial utilization of a properly planned road system will contribute immeasurably to the town's development along the most desirable and economical lines possible. If a major thoroughfare system is improperly conceived, it could lead to a distortion of urban development and disturb the economic stability of the community.

In determining a future street pattern, a functional arterial system composed of major and minor thoroughfares properly related and integrated with the land use pattern should be designed and a set of construction standards adopted for their development since traffic demands will require it. In formulating a thoroughfare plan it has been necessary and desirable to consider future requirements within the forecast period based on present trends in the use of roads within the community.

In view of the fact that a new residential area will develop on the present exhibition grounds and golf course site the location of the major traffic routes to promote the most desirable pattern of urban development in this area is one of the major planning considerations. Main Street should not connect with Marshall Avenue since it will become a major traffic generator which will increase the traffic hazards to the students attending the collegiate as well as to the residences abutting it. By avoiding such a connection it will deter any south bound traffic from using Main Street as a major thoroughfare north of Sixth Avenue.

By extending Young Street in a northerly direction to merge with Marshall Avenue, and by eliminating Marshall Avenue between Highway #4 and its intersection with Young and replacing

Figure 8



it with another major thoroughfare abutting the southerly limit of the C.P.R. right of way, a neighborhood residential area bounded on all sides by major routes would become a reality providing the new area with a functional street pattern (figure 6). The local residential roads in all cases with one exception would be 50 feet in width. It is suggested that all major thoroughfares in the new area be 80 feet in width. Where it is possible and desirable designated major thoroughfares within the present built up areas should be widened. Figure 8 illustrates the existing and proposed major thoroughfare system for Rosetown.

With the proposed arrangement it might be desirable to reroute the truck route at some future date by replacing Sixth Avenue with the proposed major road adjacent and parallel to the C.P.R. right of way. Furthermore, an examination of the land use map reveals the existence of a public reserve adjoining Young Street which is presently used as a tennis court and storage for gravel. In view of the tennis court's relatively unfavorable location in relation to the rest of the community and the shortage of vacant land in the immediate central business area, it is suggested that the public reserve become the site for a truck terminal. This would help alleviate the congestion problem in the downtown area by making more off street parking space available for the out of town shoppers which, at the moment, are occupied by truckers. Before such action can be taken a suitable parcel of land to replace the present public reserve will be required.

It is also recommended that a traffic control study of the community be undertaken by the town in conjunction with the local R.C.M.P. detachment and the Department of Highways. On the basis of such a study, traffic hazards will be diminished and the congestion problem partly alleviated. Any amendments to the existing traffic bylaw based on the proposed traffic studies should be made and the provisions of the bylaw conscientiously enforced.

IX PUBLIC UTILITIES

In planning the future development of any community it is important that careful consideration be given to the existing public utilities and their possible extension into new areas of expansion. The relationship of public utilities to the existing topographic land features and the pattern of urban growth are essential in determining the most economical and desirable direction of urban growth. An examination to determine the direction of utility extension to meet the town's future needs is most desirable.

Sewerage Facilities

A study of the town's sewerage facility needs inaugurated in 1931 revealed that due to unfavorable topographic features it was impossible to serve the town by a gravity system and a sewerage lift system was suggested as the most economical method possible under the existing circumstances. Figure 9 indicates the townsite area presently served by sewer facilities.

The existing system is a sanitary sewer system although at the outset an outfall sewer was designed to accommodate both sanitary and storm flows from the existing drains. The outfall sewer extended along the drainage ditch immediately to the south of the hospital grounds to a slough approximately 1 mile west of Highway #4 where the effluent was discharged. It was found that the slough was adequate on the basis of the sewerage treatment suggested for the town.

In 1948 further studies and investigations revealed that the establishment of an economical outlet for the effluent was desirable and the most logical choice was Eagle Creek located approximately $4\frac{1}{2}$ miles north of the townsite. The automatic sewerage lift pump situated on block K at the intersection of Sixth Avenue and Main Street forces the effluent through a sewer pipe line for a distance of 3 miles to a point on the drainage line where it continues to flow by gravity to Eagle Creek. A small sedimentation tank for handling the effluent has been installed which can be expanded in proportion to the increase in domestic wastes.

It is felt that the gravel deposits on the south bank of Eagle Creek which are utilized in the purification of the effluent are capable of a discharge capacity of at least 25000 to 30000 gallons per day. If the effluent discharge should exceed this amount some consideration of a possible investment

Figure 9

SEWER & WATER SYSTEMS

STATION CANADIAN PACIFIC RAILWAY GROUNDS

MARSHALL AVENUE

NINTH AVENUE

EIGHTH AVENUE WEST

LITTLE FLOWER AVENUE

MAIN ST.

KING ST.

GEORGE ST.

HERKIMER ST.

MARKLAND ST.

YOUNG ST.

SEVENTH ST.

EIGHTH ST.

NINTH ST.

TENTH ST.

ELEVENTH ST.

TWELFTH ST.

THIRTEENTH ST.

ROAD

RAILWAY

STATION CANADIAN PACIFIC RAILWAY GROUNDS

Legend:

- Sewer Water
- Sewer only
- Water only
- Sewer force main
- Water supply
- Storm sewer
- Limit of built-up area

SCALE IN FEET

0 200 400 600 800 1000

Figure 9

SEWER & WATER SYSTEMS

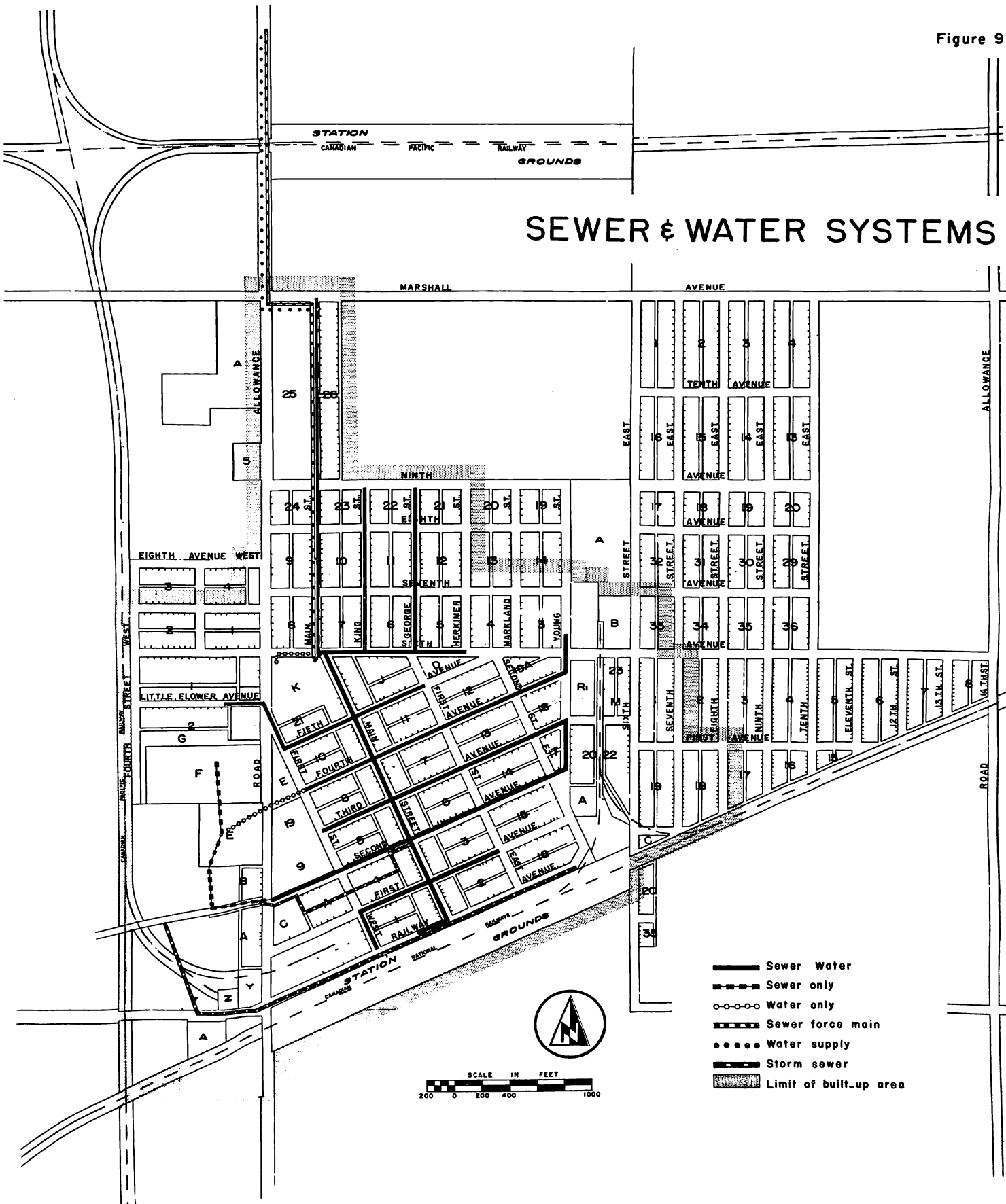
Map showing the layout of Sewer & Water Systems, including streets (First Avenue, Second Avenue, Third Avenue, Fourth Avenue, Fifth Avenue, Sixth Avenue, Seventh Avenue, Eighth Avenue, Ninth Avenue, Tenth Avenue), streets (First Street, Second Street, Third Street, Fourth Street, Fifth Street, Sixth Street, Seventh Street, Eighth Street, Ninth Street, Tenth Street), and infrastructure (Sewer Water, Sewer only, Water only, Sewer force main, Water supply, Storm sewer, Limit of built-up area).

Legend:

- Sewer Water
- Sewer only
- Water only
- Sewer force main
- Water supply
- Storm sewer
- Limit of built-up area

Scale: 0 to 1000 Feet

North Arrow



in a lagoon system west of town or a disposal plant to serve the needs of the community should be given.

Although the system was designed for domestic waste only, several catch basins have been installed north of Sixth Avenue to drain the surface run-off in the general vicinity. Manholes have been installed as well as the necessary facilities for draining fire hydrants.

The present facilities are designed to handle the sewerage needs for a population of 4000 which is above the anticipated population figure for the forecast period.

Recently storm sewers were installed along blocks 4, A and along Railway Avenue to drain the low lying industrial, business and adjacent residential areas (figure 9).

A study of the sewer and water map (figure 9) indicates that the area immediately north of Ninth Avenue is the most logical direction for sewer and water expansion. The effluent originating in the proposed new residential area will flow southward to the lift at Sixth and Main to be discharged into Eagle Creek.

Water Supply

The original water supply was obtained from a well situated in the townsite. When this supply proved insufficient to meet the town's requirements, a second source was found on the north side of Eagle Valley. The present supply located adjacent to flowing springs is adequate to meet the town's consumption requirements. The water supply can be increased by developing additional wells along the same strata where a considerable number of outcropping springs exist along the valley. The existing well, when pumping to capacity, will deliver 144,000 gallons per day or 100 gallons per minute.

Water analysis of the town's supply indicates that it is hard but somewhat softer than Regina's supply with no water treatment facilities required. An 80 foot high tank with a storage capacity of 100,000 gallons, situated on block K, provides a pressure of 40 pounds per square inch throughout the water distribution system.

Hydrant facilities have been extended throughout the system which ensures adequate fire protection to the town. Water facilities can be extended to any part of town. The water resources are unlimited and are capable of meeting the demands of the anticipated larger community.

Electrical Power, Gas and Telephone Facilities

The Saskatchewan Power Corporation provides Rosetown with its electrical power supply from a thermal station at Saskatoon. The power supplied is 120/240 volt secondary or 2400 volt primary, alternating current. Similarly, the Saskatchewan Power Corporation is the gas distributor for Rosetown.

In both cases gas and power supply are available to the community. The services are continuous with adequate reserve capacity to meet the present and anticipated needs of the community.

The telephone service in Rosetown had its beginning in 1910 when on November 16 a toll office was opened and operated by the Saskatchewan Government Telephones. By 1927 the number of local and rural subscribers had grown to 546 and by 1951 the figure reached 781.

On September 27, 1955 a new telephone office with automatic equipment was installed. At present there are 779 local and 349 rural subscribers. The Rosetown telephone office provides switching services for 6 rural telephone companies which are connected to it.

X SCHOOLS

The school plant facilities of Rosetown consist of 2 elementary schools, a collegiate and a separate school which serve the needs of both local and rural students.

The public schools in Rosetown are administered jointly by the Rosetown Unit School Board and the Rosetown Local School Board. The separate school which is a residential day school is operated and managed by the Sisters of St. Joseph of Toronto. The administration of the school is entrusted to the separate school board elected by the ratepayers of the Little Flower School District #24.

Existing Educational Facilities

The elementary school consists of 2 school plants, the original elementary school erected in 1911 and the former high school plant constructed in 1930. The plants are both situated on the same site. The original elementary plant accommodates all the school children attending classes from grades I to IV. It is composed of 8 classrooms, a music room and a film room. In addition, two one-room wooden fram schools are available for use should the need arise. The former high school serves the educational needs of the school children from grades V to VIII. The school is equipped with 9 classrooms, lunch room, library and auditorium. Scantily provided staff rooms are provided in both schools.

Although the original elementary school is a relatively old structure, modern repairs have been made to the plant for continued use by the students. With the conversion of the old collegiate into an elementary school, the recreational facilities for the present elementary student body is limited to such an extent that a rotational system has been inaugurated to ensure the minimum recreational needs of the students.

The classroom facilities of the old composite school originally designed for older and bigger students are inadequate and unsuitable for the school children between 11 and 15 years of age. This problem has been recognized by the local school authorities who have implemented specific measures to alleviate this undesirable condition.

The play ground area of the present elementary schools appear to be adequate to meet the outdoor recreational needs of the pupils. Facilities for volleyball, soccer and soft ball activities are available.

The new composite high school which was officially opened on November 9, 1955 includes 10 regular classrooms which can readily be extended to provide a maximum of 14 classrooms if the need should arise. The plant contains the most modern facilities available including an auditorium, gymnasium, with a seating capacity of 600 with provisions for an overflow gallery capacity of an additional 100. In addition, the collegiate contains separate shower rooms for the male and female students, 2 stage dressing rooms, a drafting room and 4 laboratories for home economics, chemistry, physics and biology. A commercial room, separate staff rooms for the male and female staff members, a general office and a principal's office have also been provided for.

The outdoor recreational facilities include a basket ball and volley ball court, a soccer and football field. Plans are underway to erect track facilities with bleachers on the present school site.

The separate school, with educational facilities for grades I to XII, is a modern 8 room plant which adequately serves the needs of the students attending it. Special classes include home economics, arts and crafts, typing, commercial, music and dramatics. The indoor physical and recreational needs of the pupils are adequately provided for by a new gymnasium and auditorium with courts for basket ball, volley ball and badminton.

School Locations

A study of the school facility locations in relationship to the rest of the community facilities reveals a lack of foresight and planning. It would appear that the school sites were improperly conceived with little or no consideration given to the school population distribution pattern.

An examination of the existing land use map shows the elementary schools situated on the greater portion of a triangular parcel of land on the west side of town. Two major thoroughfares, Highway #4 and First Street West abut the elementary school site to the west and east respectively. South bound traffic, which is channeled along both of these thoroughfares, greatly increases the traffic hazards to the children attending classes.

The traffic hazards to the school children have not only been increased because of the school plants' location in relation to the highway system but also of their relative

location to the school population. Since the schools are not centrally located, many school children living in the east side of town have to walk more than one-half mile to get to school. This in itself is fraught with danger when it is realized that many of them have to cross through the central business district on their way to school. Exposing children between the ages of six to fifteen to such traffic dangers is one of the principle defects in the site location of the elementary schools in Rosetown. With the anticipated population growth and the accompanying increase in traffic volume, it can be expected that the traffic hazards to school children will increase appreciably. It is hoped that the proposed traffic study recommended in this report will suggest concrete proposals for the partial alleviation of these hazards.

A special winter noon bus service is provided for children attending grades I to IV in an attempt to lessen the traffic dangers to them by insuring their safe arrival at home and back to school for their afternoon classes.

A similar situation exists with respect to the high school collegiate which is offset in the north west part of town abutting Highway #4, the main traffic artery for south bound traffic into Rosetown. The off-centrally located collegiate site has meant the students living in the south east part of town have to walk a considerable distance to attend school. In some instances this exceeds one mile.

The separate school which is located west of Highway #4 is faced with the same problem which is further aggravated by the fact that it is located west of Highway #4 which results in having the local students cross Highway #4 on their way to school.

School Population Distribution

An analysis of the distribution of pre-school, elementary and high school children indicates there is no definite pattern of specific age group concentrations but rather one of uniform diffusion of various age groups throughout the town. This appears to be the general distribution pattern in the existing townsite. A study of block 26 in the new residential area reveals a young adult age group with children of pre-school and elementary school age. There is insufficient data at the moment to definitely predict a trend to young married couples moving into the proposed new residential area. If this should be the trend, a new elementary school will be required to serve the children in this area. A school site has been provided in the proposed residential subdivision plan.

A school properly conceived and designed could serve the needs of all the school children residing north of Sixth Avenue. In any case, whether the school design will be for elementary or junior high school students, a close study of the school population, in terms of their age groupings, distribution and location will be essential to properly plan the exact type, kind and size of school plant that will be required to meet the desired educational and recreational requirements.

Future School Enrolments and Classroom Requirements

It would appear that the present classroom facilities of the elementary schools are adequate in number to serve the pupils attending them. The fourteen existing classrooms at present accommodate 349 pupils or an average of 25 pupils per classroom which is a desirable limit (table III). Using the basis of 25 pupils per classroom, it is expected that two additional classrooms will be required by 1961 to meet the needs of the anticipated elementary school population. These facilities can be provided by the two one-room wooden school structures. These figures are based on studies carried out by the Rosetown Unit School Board. If the number of pupils per classroom were increased to thirty, no additional classrooms would be necessary. However, this will result in an overloading of the present classroom facilities which is most undesirable.

TABLE III

ELEMENTARY SCHOOLS

PROJECTED ENROLMENTS AND

CLASSROOM REQUIREMENTS *

<u>School Year</u>	<u>Enrolment</u>	<u>Additional Classroom Requirements</u>
1956-57	349	0
1957-58	355	0
1958-59	374	1
1959-60	391	1
1960-61	386	<u>0</u>
Total		2

* Rosetown Unit School Board

TABLE IV
COMPOSITE HIGH SCHOOL
PROJECTED ENROLMENTS AND
CLASSROOM REQUIREMENTS *

<u>School Year</u>	<u>Enrolment</u>	<u>Additional Classroom Requirements</u>
1957-58	280	1
1958-59	293	0
1959-60	302	1
1960-61	329	0
1961-62	361	2
1962-63	388	1
1963-64	399	<u>0</u>
Total		5

* Rosetown Unit School Board

Using an average classroom figure of 30 high school students per classroom it has been determined that the present 8 classrooms can accommodate 240 students. A look at table IV reveals that the present enrolment is 280 pupils - an overcrowding of the present classroom facilities. The Rosetown Unit School Board in projecting future high school enrolments has determined that 5 additional classrooms will be needed by September 1, 1963. This will mean an enlargement of the present plant facilities.

In projecting and determining future elementary and high school enrolments the Unit Board limited its study to the pre-school children and elementary school children residing in town. Rough approximations as to the percentage of out of town students that will be attending the collegiate were also made. Little or no consideration was given to the social, economic and governmental factors which could have a decided and profound effect on the future school enrolment figures in Rosetown.

At present there are smaller urban centres around Rosetown which do not have bus service to convey their students to town. With the trend to a greater centralization of educational facilities, it is only a matter of time before school

conveyance from these centres will become a reality which will have an appreciable effect on the future classroom enrolments and facility requirements. There is also a strong possibility of the reorganization of the present local rural government units into larger administrative units which will certainly affect the future school enrolments in the Rosetown schools, especially in the high school where a substantial portion of the student body are rural students.

It is clearly evident that from the changing character and pattern of the rural areas around Rosetown that many variable factors affecting rural-urban population shift will have a decided influence on the future school enrolments. It is therefore suggested that the Rosetown Unit School Board make a more detailed comprehensive school study by taking into consideration all the different factors which could affect future school enrolments, and determine the school facilities necessary to meet the future school needs.

XI RECREATIONAL FACILITIES AND PUBLIC BUILDINGS

One of the most important community functions is the provision of adequate recreational and park facilities. With sufficient and proper facilities citizens can make the best use of their leisure hours by participation and enjoyment of wholesome recreational activities and interests of their choice. Parks and playgrounds should be available for use by school children during and after school hours as well as for the working adults, elderly people and families.

Existing Recreational Facilities

A glance at table V indicates that of a total developed area of 509.94 acres, 85.83 acres or 17.3% is devoted to recreational activities. The existing facilities include a golf course, exhibition grounds, a combined curling and skating rink, a park site with an open swimming pool and playground, tennis court, school playgrounds and one small triangular park situated at the intersection of Sixth Avenue and First Street East which serves the whole town.

TABLE V

EXISTING PLAYGROUNDS AND RECREATIONAL SITES

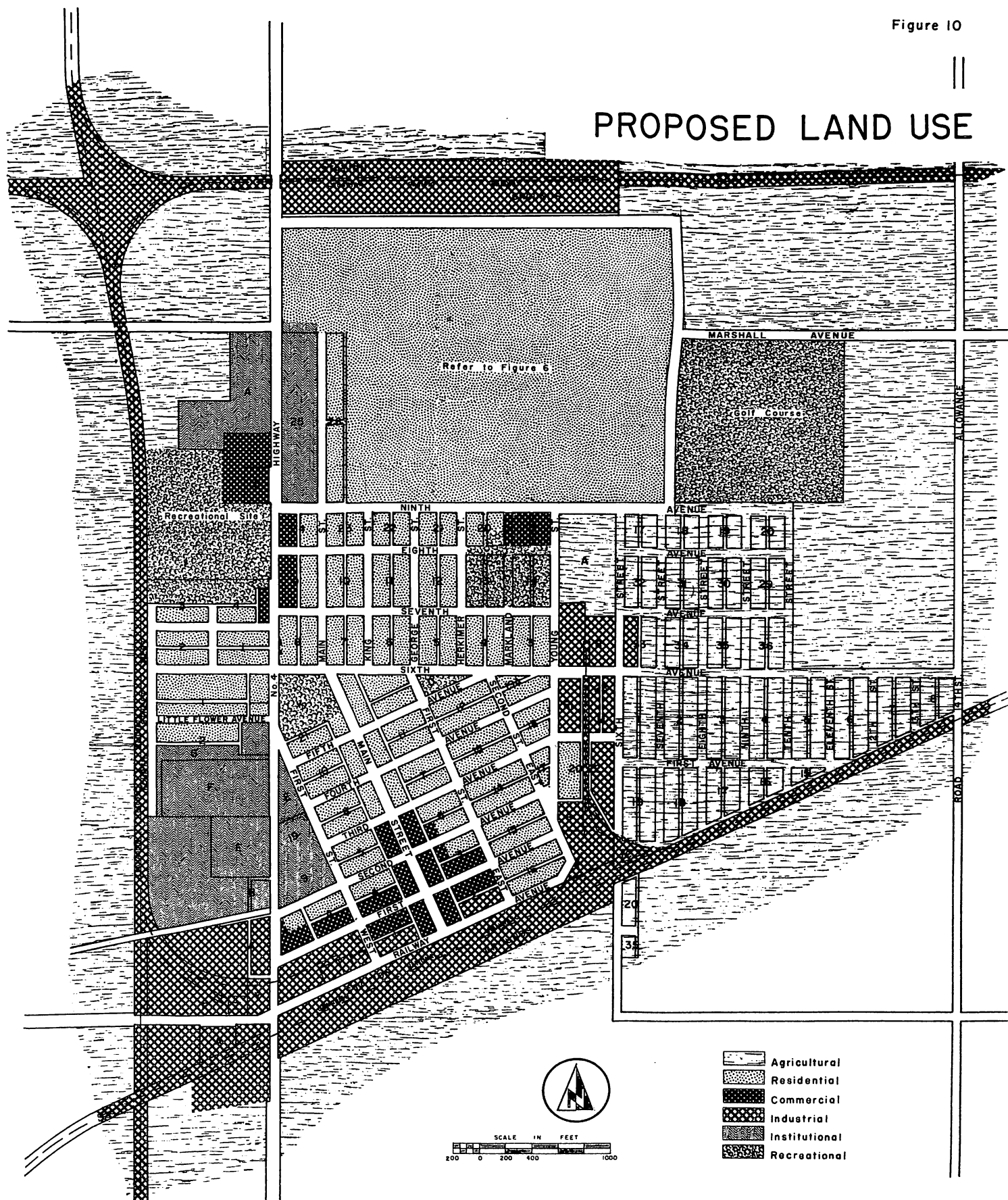
* Golf Course	37.60 acres
* Exhibition Grounds	26.42 acres
* Curling and Skating Rink	1.12 acres
* Tennis Courts	1.74 acres
Park (block K)	4.37 acres
Triangular Park	0.93 acres
Elementary School Site	5.18 acres
High School Site	<u>8.47 acres</u>
Total	85.83 acres

* Areas to disappear due to community development.

The public school playground facilities are sufficiently adequate. In the case of the collegiate, modern indoor facilities including a combined gymnasium and theatre

11

PROPOSED LAND USE



are provided to meet the student needs and those of the adult group after school hours. The playground situated at Sixth and Main includes a swimming and paddling pool with a building provided with dressing rooms and heated shower facilities. Swimming lessons are provided to all age groups. A full time life guard is on duty at all times to insure the safety of those using the pools.

The present curling and skating rink situated along First Avenue just off Highway #4 provides the winter recreational facilities of the community. The curling rink contains six sheets of ice which seem to meet the curling demands of the community except during bonspiels when the skating rink is also used for curling purposes. The skating rink is most inadequate to handle the hockey and pleasure skating requirements of the town. In addition, the plant lacks seating facilities around the rinks. Two heated dressing rooms are available although the sanitary facilities are relatively primitive. It is the intention of the town to abandon this present plant and replace it with a new one to be located on a proposed recreational site west of Highway #4 (figure 10).

Other outdoor recreational facilities include the golf course and the tennis courts. With the infringement of urban expansion in a northerly direction, the golf course will eventually disappear. The golf course will be replaced by a new site of identical dimensions immediately east of the proposed new subdivision. The two black top tennis courts situated on the public reserve adjacent to Young Street are not used to their fullest extent because of their offset location in relation to the other community facilities.

The exhibition grounds serve the baseball, racing and agricultural fair needs of the community. Eventually this site will be absorbed into a residential development.

Referring to the land use map (figure 5) it is seen that in all cases the recreational facilities are not centrally located but rather offset from the rest of the community. Because of the lack of centralized recreational sites the citizens of the community do not fully utilize the existing facilities during their leisure hours.

It would appear from the foregoing that not only are the recreational facilities inadequate in some cases, but also their relative locations to the population and other community facilities limit their full use by the people.

Proposed Recreational Facilities

In view of the proposed plan of development for Rose-town, which includes the conversion of the golf course and exhibition grounds to residential use, the replacement of the public reserve by a truck terminal and the abandonment of the present curling and skating rink, new sites for their replacement and the development of new facilities will be required.

The amount of recreational land lost to development will be 66.88 acres or approximately 78% of the existing recreational sites. This is a considerable amount but the proposed recreational development plans provide for the replacement of these losses plus additional recreational facilities.

By referring to figure 6, the proposed plan of subdivision of the new residential area provides for a new school site and two park sites which are presently lacking in Rose-town. The central location of these facilities will provide the recreational needs of all the people residing north of Sixth Avenue. Another recreational site (figure 10) west of Highway #4 will be designed to include a new curling and skating rink with a seating capacity of 3000, a hardball baseball diamond with a grandstand and bleacher seating capacity of 2000, one smaller baseball diamond, kiddies rides, another park site and adequate off street parking facilities.

TABLE VI
FUTURE PLAYGROUNDS AND
RECREATIONAL SITES

Park (block K)	4.37 acres
Triangular Park	0.93 acres
Elementary School Site	5.18 acres
High School Site	8.47 acres
New Golf Course	37.60 acres
Recreational Site (west of Highway #4)	21.88 acres
Park (new subdivision)	9.80 acres
Park (south of local shopping centre)	7.60 acres
New School Site	<u>11.00 acres</u>
Total	106.83 acres

At first glance it might appear that the location of this latter recreational site leaves a lot to be desired from the point of view of centralness. However, due to the limitation of good available land for development purposes and the unique development pattern of Rosetown, studies revealed this site to be the most logical under the existing circumstances. Although it is not centrally located a one-half mile radius from it includes the whole townsite with the exception of a few residential blocks. The advantages of this site are that it is large enough to provide an integrated variety of recreational facilities and it does not interfere with the natural amenities of the residential areas. With the approach of Spring a contour map of the area will be prepared and a recreational site will be designed showing the location of the various facilities on it.

By adopting a plan of development of its recreational needs, the town will be insured of a better variety and distribution of recreational facilities in relation to the other community facilities than it presently enjoys. The overall acreage of the proposed recreational facilities will be approximately 106.83 acres or 21 acres in excess of the present area devoted to such use. However, the reorganization of the recreational facilities will deprive Rosetown of its exhibition track. The possibility of locating new track facilities for horse and stock car racing in the vicinity of the proposed recreational site west of Highway #4 should be investigated.

It is also recommended that consideration be given to the integration of park and playground facilities wherever this is possible to avoid duplication of recreational facilities.

Public Buildings

In addition to its recreational and school facilities the town also has several public institutions including a union hospital, new town offices and a federal building which houses the post office and serves as the barracks and headquarters for the local detachment of the Royal Canadian Mounted Police.

The town also boasts of a community hall which serves as a community dance and banquet hall. It also accommodates the town library. The structure is a wooden frame stucco building that may be replaced in the future. This, together with the possibility that Rosetown may become the administrative centre of a larger rural administrative unit in the near future, raises the question of a possible civic centre

site for the town. An examination of figure 7 reveals that the easterly portion of block 5 adjacent to Main Street lends itself to such a development. At present there is the federal building, the rural municipal office, a funeral home and a residential dwelling. It is suggested, therefore, that if the above possibilities materialize, every endeavour be made by the town to acquire the funeral home and residential sites for a civic centre site.

Furthermore, a regional health centre is to be built in the immediate future. However, no definite site for the proposed building has been selected. It is recommended that the southerly portion of the present hospital grounds be devoted to the health centre.

XII ZONING

Zoning primarily consists of dividing the town into various districts and the regulation and control of land use within these zones for residential, commercial, industrial and agricultural activities. It also provides for minimum lot sizes, heights and building locations on the various building sites within the different stipulated zones. It is a constructive legal method which, by its adoption and proper administration, will assure the most economical and desirable locations for the different land activities in relation to the various utilities and services within the community.

To insure the successful realization of the proposed development of the community as outlined in this report it is suggested that Rosetown adopt a zoning bylaw based on these studies.

The existing land use pattern of development will, to a large extent, dictate the general nature, size and location of the various land use zones that will be adopted. By taking into account such relevant factors as population trends and future land use development, the following zoning districts are recommended for Rosetown. Page 53 includes a proposed zoning schedule for the town.

Residential Zones

An investigation of the residential areas in Rosetown reveals that the majority of the existing dwellings are predominantly one family structures. From a study of the general nature and condition of these dwellings and their respective dwelling sites it is suggested that one residential zone comprising the existing residential areas as designated on the zoning map (figure 12) be provided.

A study of the residential area immediately north of Ninth Avenue reveals a trend to constructing larger sized dwelling units on larger residential sites. In view of this development, it is recommended that another residential zone incorporating standards and regulations in conformity with present trends in dwelling construction and land subdivision be included in the proposed zoning bylaw.

Commercial Zones

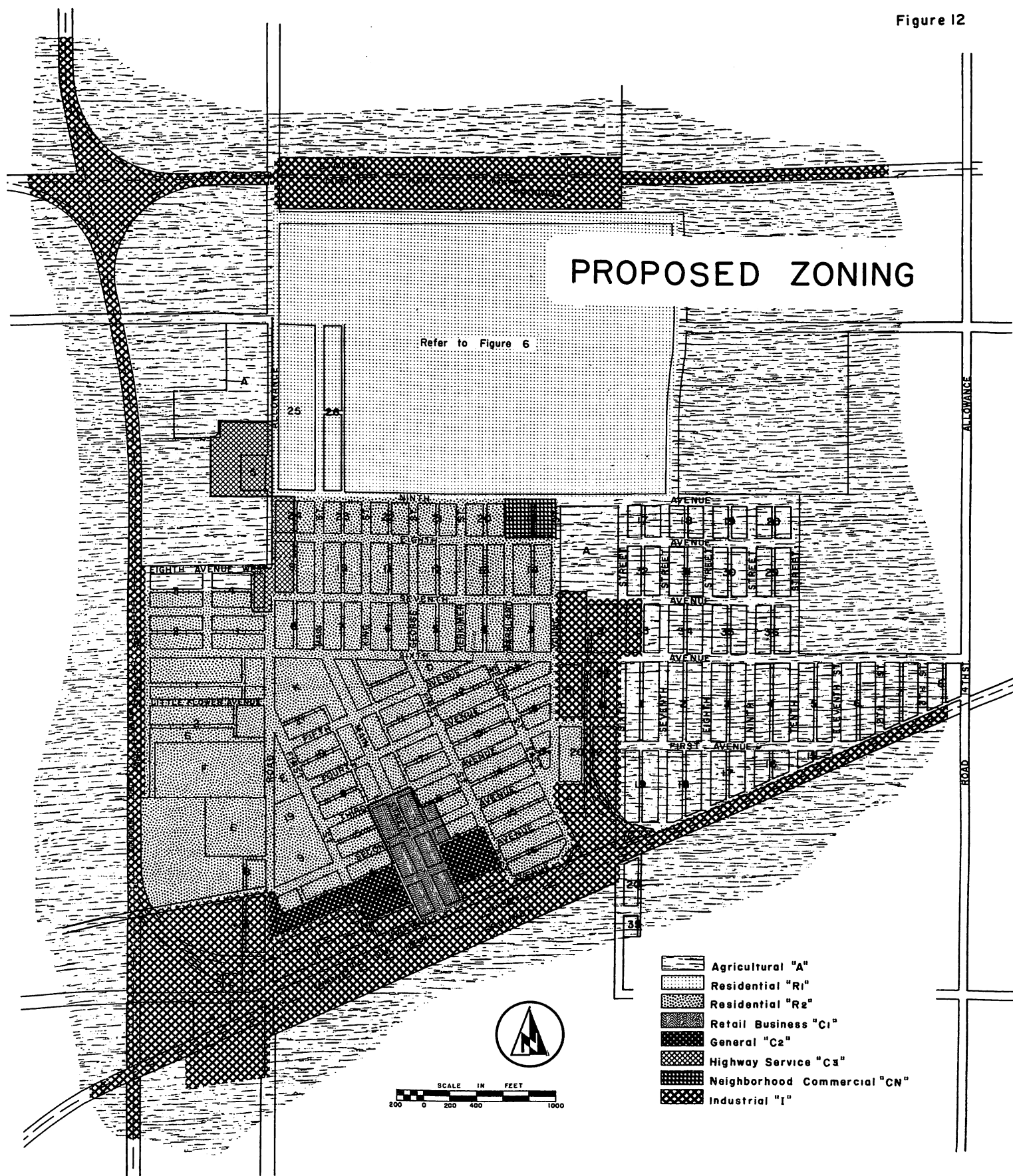
The commercial activity of the central business district is concentrated primarily in 4 business blocks with

ZONING SCHEDULE

Figure II

DISTRICTS AS SHOWN ON THE ZONING MAP	PERMISSIBLE USES	MAXIMUM BUILDING HEIGHTS	REQUIRED SITE AREA	MINIMUM FLOOR AREA	MINIMUM FRONT YARD DEPTH	MINIMUM SIDE YARD DEPTH	MINIMUM REAR YARD DEPTH	SUPPLEMENTARY REGULATIONS
AGRICULTURAL DISTRICT "A"	Customary agricultural operations provided that no storage of manure, odour, or dust-producing substance or use shall be permitted within 100 feet of any adjoining property. One-family detached dwellings; public institutions; including public and parochial schools, churches and similar places of worship; public parks, playgrounds, recreation areas; golf courses; aviation fields, exhibition parks, agricultural society grounds; gravel pits, gravel storage, public utilities, public utility buildings; cemeteries; gas and oil wells and related drilling operations; accessory buildings; trailer camps, tourist homes; drive-in theatres.		At least 1 acres. Where land is subdivided into blocks of lots, a site area shall consist of at least one quarter of a block with a frontage of not less than 200 feet.			25 feet		The following parking spaces shall be provided and satisfactorily maintained by the owner of the property for each building hereafter erected, enlarged or altered for use for any of the following purposes:
RESIDENTIAL DISTRICT "R1"	One and two-family dwellings, churches or similar places of worship, parish houses, convents, public and parochial schools, hospitals, public buildings, public parks, playgrounds and other recreational uses, public utilities, and public utility buildings, customary home occupations and customary accessory uses.	35 feet	7000 square feet for single family dwellings and 8000 square feet for two-family dwellings. Site frontage 60 feet.	For one-family dwellings 750 square feet For two-family dwellings 1150 square feet	25 feet	For one-family dwellings - 5 feet. For two-family dwellings - at least 10 feet. Every corner lot shall provide on the side street, a side yard equal to 10 feet.	25 feet	Auditorium, theatre or other places of public assemblage - at least one parking space for each ten seats provided for its patrons (based on maximum seating capacity).
RESIDENTIAL DISTRICT "R2"	Dwellings; Churches or similar places of worship, parish house, convent; Public and parochial schools, hospitals; Public buildings; Public parks, playgrounds and other recreational uses; Public utilities; and public utility buildings; Customary home occupations and customary accessory uses.		6000 square feet for one-family dwellings and 7000 square feet for two-family dwellings. For every family in excess of two families, 1000 square feet shall be provided in addition to 7000 square feet and the site frontage shall be at least 75 feet.	For one-family dwellings 600 square feet. For every other dwelling the floor area shall be increased by 400 square feet for each family in excess of one.		For one-family dwellings 4 feet but the sum of the two side yards shall be at least 10 feet. For all other dwellings, the side yard shall be at least one-half the height of the wall and in no case less than 10 feet.		Hotel - at least one parking space for each three guest sleeping rooms. Restaurants and other eating places - at least one parking space for each five seats.
RETAIL BUSINESS DISTRICT "C1"	Stores and shops for the conducting of any retail business; Personal service shops, hand laundries; Banks, offices, studios; Restaurants, cafes, tea rooms and similar establishments; Civic administration buildings; Theatres, assembly halls, billiard or pool parlours; bowling alleys, any public recreation use; Hotels; Parking lots; Automobile, trailer and farm equipment display and sales; Bus passenger station, printing plant; Public rest rooms; Accessory buildings and uses.	40 feet	3900 square feet with a frontage of at least 30 feet.			None, except where the side of a site abuts directly any R district, a side yard of at least 7 feet shall be provided.	30 feet which may be decreased to 20 feet where provision is made for loading and unloading within or alongside the main building.	Hospital, sanitarium or nursing home - at least one parking space for each three patients.
GENERAL BUSINESS DISTRICT "C2"	All uses permitted in the C1 District; shops for custom work, shops for making articles or products to be sold at retail on the premises; Boarding houses; Automobile service stations, public garages; Undertaking establishments; Accessory buildings and uses.							Stores - at least one parking space for each 400 square feet of store floor area. Office buildings - at least one parking space for each 400 square feet of office floor area.
HIGHWAY SERVICE DISTRICT "C3"	Automobile service stations, public garages; Motels; Drive-in eating establishments; Trailer camps; Accessory buildings and uses.		20,000 square feet with a frontage of at least 100 feet.		40 feet	None, except where the side of a site abuts directly any R district, a side yard of at least 10 feet shall be provided.		Industrial or manufacturing establishments - at least one parking space for each 500 square feet of gross floor area or for each 5 workers.
NEIGHBORHOOD COMMERCIAL DISTRICT "CN"	Drugstores, barber shops, beauty parlors, grocery stores, eating establishments, confectionery stores.	35 feet			35 feet			Local neighborhood district - the ratio of parking area to business area shall be 3:1. The council may permit the parking spaces to be on any site within 500 feet of the building if it is determined that it is impractical to provide parking on the same site with the building.
INDUSTRIAL DISTRICT "I"	All buildings and uses of buildings and land except buildings which are contrary to the Public Health Act or any bylaw or regulation and those designed for residential use. Dwelling quarters in connection with the permissible uses and their use by a watchman or other employee, whose residence is required and such employee's family.				25 feet	Each side yard width 10 feet	25 feet	

Figure 12



some intermixing of residential and industrial uses. A study of the central business area reveals the lack of vacant lots to accommodate any new commercial enterprises. To provide for some business expansion provisions have been made to zone the south halves of blocks A and C along First Avenue for business use. This area is presently a mixture of low assessed residential homes and business enterprises.

A further examination of the central business area indicates that the commercial activities can be differentiated into two separate zones, retail trade which would be limited to Main Street (figure 12) and general business along First Avenue which would be less restrictive than the retail zone.

In view of the traffic congestion problem in the central business area, off street parking provisions should be included in the zoning bylaw. Referring to the central business area (figure 7) it is seen that in some cases where business lots are completely built up there will be some difficulty in providing these facilities. However, newly constructed businesses will be required to provide off street parking facilities.

To limit commercial development along Highway #4 a highway commercial zone indicated in figure 12 should be provided. If a scattered linear commercial development is permitted to extend along Highway #4 it will contribute to the traffic along this heavily travelled thoroughfare.

It is further suggested that the area designated as a local shopping centre in figure 6 be zoned as such.

Industrial Zone

The majority of the industrial activity is limited to the railway rights of way and areas adjacent to it. There is also some encroachment of industry into the central business area. Since it is unlikely that extensive industrial development will occur in the near foreseeable future it is suggested that the areas as designated in figure 12 be zoned as industrial will be adequate.

The proposed industrial zone will include some non-conforming substandard residential dwellings located in blocks 22, 23 and M, east of Young Street and block A west of Highway #4. It is felt that these dwellings will eventually be replaced by industrial activities which would be more desirable in the above mentioned areas.

Agricultural Zone

The large amount of agricultural land within the corporate limits of the town suggests the creation of an agricultural zone which will include the areas shown in figure 11. In view of the unfavorable topographic features existing east of Young Street it is recommended that the present residential sites be included in an agricultural zone. This will discourage the erection of substandard dwellings in this area which has been the practice in the past. At the same time the town should encourage the improvement and relocation of the present homes in this area to more desirable residential sites within the town.

XIII FINANCES

Each aspect of planning has been dealt with up to this point without regard to the financial obligations entailed. The study has indicated some desirable changes which will mean additional financial obligations to the town, if and when they are implemented. Therefore, it is imperative that a review of the financial position of the town be made to indicate its ability to carry out the program of work indicated in the other sections of the report.

TABLE VII
TAXABLE ASSESSMENTS

	<u>1931</u>	<u>1941</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
Population	1553	1470	1865	1910	1956	2003	2051
Taxable Assessment	\$1,107,470	1,110,243	1,447,610	1,830,220	1,872,869	1,945,453	1,966,373

TABLE VIII
MILL RATES

	<u>1931</u>	<u>1941</u>	<u>1951</u>	<u>1952</u>	<u>1953</u>	<u>1954</u>	<u>1955</u>
General Purpose	25.5	24	47	41.5	44	42	42
School	17.5	16	21.8	23	24	27	27

Table VII indicates the growth of Rosetown over the past 25 years, from the standpoint of population and taxable assessment. Table VIII shows the trend of expenditures and tax burden to the taxpayers over the same period.

During 1952 some reassessment work was undertaken by the assessment branch and accounts for a part of the sudden rise in total taxable assessment as between 1951 and 1952.

Tables IX and X show the detail of revenue and expenditures during the five year period 1951 to 1955. It will be noted that taxation provides an average of 87% of the total revenue from all sources. Recreation and community services produces an average of 7.6% of total revenues which, together with taxation, form approximately 95% of all revenue. However, the revenue from recreation and community services is more than offset by expenditures on the various items which produce the revenue, such as the rink, hall, cemetery, tank water sales and swimming pool. Therefore taxation can be considered the only important source of revenue to the town.

TABLE IX

EXPENDITURES AND REVENUE ACCOUNTEXPENDITURES

	<u>1951</u>	<u>%</u>	<u>1952</u>	<u>%</u>	<u>1953</u>	<u>%</u>	<u>1954</u>	<u>%</u>	<u>1955</u>	<u>%</u>
General Government	10449	9.6	14359	10.3	13343	9.1	12676	7.5	11712	7.7
Protection Persons & Property	7911	7.3	10970	8.0	9527	6.5	11566	6.9	12595	8.2
Maintenance, Public Works	14376	13.2	26369	19.0	27148	18.5	47934	28.3	31231	20.5
Sanitation & Waste Removal	6730	6.1	6991	5.0	5934	4.1	6805	4.0	6518	4.3
Health & Welfare	4702	4.3	4490	3.2	5344	3.7	6584	3.9	5257	3.5
Education	31701	29.0	42412	30.5	44840	30.6	52272	30.8	53387	35.0
Recreation & Community Services	9066	8.3	17432	12.5	20332	13.9	23967	14.1	15869	10.4
Debt Charges	23	-	13	-	2200	1.5	1916	1.1	4721	3.1
Reserves	nil	-	nil	-	nil	-	nil	-	3500	2.3
Miscellaneous	2637	2.5	3228	2.3	3986	2.7	4248	2.5	4062	2.7
Public Utilities Deficit	10221	9.4	11382	8.2	9687	6.6	686	.4	nil	-
Capital Expense	<u>11194</u>	<u>10.3</u>	<u>1332</u>	<u>1.0</u>	<u>4086</u>	<u>2.8</u>	<u>907</u>	<u>.5</u>	<u>3510</u>	<u>2.3</u>
Total Expenditures	<u>109010</u>	<u>100.0</u>	<u>138978</u>	<u>100.0</u>	<u>146427</u>	<u>100.0</u>	<u>169561</u>	<u>100.0</u>	<u>152352</u>	<u>100.0</u>
Surplus on Operations	7814		2317		12864		- 6959		10967	

TABLE X

REVENUES AND EXPENDITURE ACCOUNTREVENUES

	<u>1951</u>	<u>%</u>	<u>1952</u>	<u>%</u>	<u>1953</u>	<u>%</u>	<u>1954</u>	<u>%</u>	<u>1955</u>	<u>%</u>
Taxation	104294	89.2	123286	87.3	131398	82.5	139279	85.7	141233	86.5
Licences & Permits	2226	1.9	2189	1.5	2101	1.3	2482	1.5	2218	1.4
Rents & Concessions	778	.7	560	.4	283	.2	451	.3	300	.2
Fines	724	.6	902	.6	770	.5	959	.6	1348	.8
Interest, Tax Penalties	778	.7	1175	.8	803	.5	1045	.6	1905	1.1
Service Charges	562	.5	561	.4	464	.3	678	.4	677	.4
Recreation & Community Services	5585	4.8	11657	8.3	15512	917	14288	8.8	10783	6.6
Contributions & Subsidies	1065	.9	557	.4	4393	2.8	1768	1.1	1929	1.2
Miscellaneous	<u>814</u>	<u>.7</u>	<u>409</u>	<u>.3</u>	<u>3568</u>	<u>2.2</u>	<u>1651</u>	<u>1.0</u>	<u>2927</u>	<u>1.8</u>
Total Revenues	<u>116826</u>	<u>100.0</u>	<u>141296</u>	<u>100.0</u>	<u>159291</u>	<u>100.0</u>	<u>162601</u>	<u>100.0</u>	<u>163320</u>	<u>100.0</u>

Expenditures over the last five years show a good deal of uniformity as between the various classes excepting two types, namely, public works and capital expenditures from revenue. These two classes of expenditures are controllable to a certain extent and are also similar in nature. In view of the fact that they have shown such wide variations in the period under study, it is suggested that perhaps the yearly budgets have not been strictly followed or perhaps that a plan of works has not been developed for guidance of the council.

During the past five years the tax burden has remained relatively stable, with an average of 43.3 mills being imposed for general purposes. During this same period an average surplus of some \$5400 per year was realized on current operations. This surplus arose in spite of the fact that the waterworks utility experienced average deficits during the same period in an amount of \$6400 per year which was charged against general current operations. The utility operations during the last two years have, however, been favorable and it appears that 1956 results will actually show reasonable surplus on operations.

It is reasonable to assume that if current revenues and expenditures can be kept at the same level as the town is now experiencing approximately \$12,000 may be considered as free revenue to be used to carry out additional public works. To this may be added the surplus which one might expect to accrue from utility operations in the future.

The mill rate used for general purposes is somewhat above the provincial average while the school rate on the other hand is well below the average for towns of comparable size. The overall mill rate for the Town cannot presently be considered high and arrears of taxes have remained at a reasonable level over the 5 year period under review. It is submitted, however, that if school taxes were to increase as may be expected, this would increase the tax burden directly and certainly the present municipal rate could not then be moved upwards. The council does not, of course, have any control over the school rates but we must nevertheless consider the effect upon the taxpayer.

In view of the above the only added revenue which can be expected would be from an increase in assessment due to taxable improvements on existing land which is now serviced and would therefore not involve further expenditures.

It is understood that there is a considerable backlog of work to be done under public works on streets, lanes and sidewalks due in part to the laying of sewer and water lines. It is possible that if this work was undertaken, the surplus

revenue which was mentioned above would be fully utilized. The question of financing future land development would then rest on the ability of the town to borrow by way of debentures. At the present time the town has borrowed to the extent of 83% of its potential borrowings and with the present difficulty which smaller urban centres experience in selling debentures, this source of funds does not seem very promising. Furthermore, the town's borrowing power is based upon 20% of the taxable assessment due to special powers given the town by the Provincial Legislature, whereas a town's normal rate is 15%.

The town's present financial position should be considered as only fair in view of the fact that its revenue fund surplus is only 50% of one year's general levy. This surplus should be equal to one year's general levy. The cash position is fair but not sufficient to warrant any undertakings other than those normally required to be made.

From a financial standpoint the following is quite evident:

1. A rise in the municipal general tax rate should not be contemplated in view of its present level and the fact that school rates can be expected to increase thereby increasing the present tax burden on ratepayers;
2. The town has borrowed by debenture to the extent of 83% of its legal limit as set out by The Town Act and it is questionable whether the present debt should be increased at this time;
3. The present revenue surplus of the town is only fair being approximately 50% of one year's general levy;
4. Its current cash position cannot be considered strong;
5. There appears to be a backlog of work which was undertaken for sidewalk and streets;
6. Town debentures are becoming increasingly difficult to market.

Therefore it is recommended that:

1. The contemplated surplus on operations be used as far as possible to undertake street and sidewalk improvements;

2. Serious consideration should be given to levying a local improvement tax on future street and sidewalk construction and reconstruction programs;
3. Expenditures on developing and servicing new residential areas should be planned in sequence so that limited areas which may economically be developed should be undertaken so as to limit debenture borrowings;
4. Home owners should be encouraged to commute their local improvement taxes in order to minimize borrowings;
5. Consideration could be given to have private investors develop desirable areas;
6. Service organizations should be enlisted to promote and subsidize costly recreational facilities;
7. A financial plan should be developed to program activities for at least a 5 year period.

XIV SUMMARY OF RECOMMENDATIONS

In formulating local municipal policy to guide urban growth along desirable and logical patterns of development, special consideration should be given to the social, economic and physical aspects of the community. On the basis of the above considerations and their analyses outlined in this report, the following recommendations are suggested.

DRAINAGE

1. Because of the unique physical land characteristics of Rosetown, careful consideration should be given to any proposed development lying east of Herkimer Street below elevation 1920.7 feet, Geodetic Datum.
2. A study scheduled for early Spring will determine the design and cost of widening the existing drainage channel through the town. If the array of facts should indicate that such an undertaking is justified, the council should take the necessary steps for its realization.

RESIDENTIAL AREAS

1. It is suggested that further residential development east of Sixth Avenue East be discouraged. At the same time the town should encourage the moving of the present homes on this site as well as the erection of homes by people with modest incomes, onto existing municipal owned vacant lands where sewer and water facilities are available or can be economically extended.
2. The council should adopt the proposed plan of subdivision as illustrated in figure 6 as the official subdivision plan.

PARKING FACILITIES

It is suggested that the following courses of action or combinations of them be adopted to alleviate the congestion problem in the central business district.

1. The acquisition of additional lands by the town in or adjacent to the central business area for off street parking use. This may prove difficult since most of the lots in the downtown area are built on.
2. The purchase and development of off street parking facilities through cooperative or separate endeavors by local merchants should be considered. Contracting agreements for use of existing commercial lots, garages and lumber storage sites which are not used to their full capacities should also be investigated.
3. Installation of parking meters in the central business area with a time limit enforcement should be looked into. Parking meters would provide easier enforcement of parking regulations, rapid turnover of space for more customers, and revenues which could be used for general improvement of traffic and parking problems.
4. Business establishments with adequate rear yard space should provide off street parking facilities for their employees. Parking space on the major business thoroughfares presently devoted to such use would be available to more customers.
5. Also the possible use of rear yard space for unloading goods to business establishments should be considered.
6. It is recommended that the present public reserve which is used as a tennis court be converted to a trucking terminal. This would aid in alleviating the downtown congestion problem due to truckers unloading on the business thoroughfares. The off street parking space presently used by truckers could be made available to the buying public.

TRAFFIC CIRCULATION

1. Traffic studies to determine traffic needs in facilities and controls should be undertaken by the town in conjunction with the Royal Canadian Mounted Police detachment and the Department of Highways.

2. Adopt the proposed major thoroughfare plan as the official plan for Rosetown.

SCHOOLS

1. It is suggested that the local school authorities carefully consider and study the social, economic and governmental factors which could have a decided influence on the future school enrolments in Rosetown. With the trend to greater centralization of educational facilities and the possible reorganization of local governmental units into large administrative units, future school enrolments in Rosetown's schools will be appreciably affected.
2. Careful foresight in planning future school sites should not be overlooked. Centrally located school sites to serve adjacent residential areas are much more convenient and functional than off-centered sites.

RECREATIONAL FACILITIES

1. The town, in conjunction with various service clubs and similar agencies should evolve a detailed recreational program including landscaping, planting and providing the necessary facilities to the various recreational areas listed in table VI.
2. Wherever it is possible, park and playground facilities should be integrated to avoid duplication of recreational facilities.
3. A new golf course of similar acreage should be provided when the present site is converted to residential use.
4. A survey of the area proposed for a new recreational site immediately west and adjacent to Highway #4 should be undertaken at the earliest opportunity in order to provide a recreational plan illustrating all the various facilities on it. Construction of the proposed site is expected in early summer.

5. An investigation should be undertaken by the town to determine the location of track facilities for horse and stock car racing in the immediate vicinity of the proposed new recreational site abutting Highway #4.

PUBLIC BUILDINGS

1. With the possibility of Rosetown becoming the administrative centre for a larger rural administrative unit, a civic centre site should be planned. It is suggested that every endeavor be made by the town to acquire the funeral home and residential dwelling sites abutting Main Street in block 5. The acquisition of these lots, together with the existing federal building and rural municipal office will provide a suitable civic centre site.
2. It is also recommended that the southerly portion of the hospital grounds be designated for a regional health centre site.

ZONING

To ensure the successful realization of the proposed plan of development for Rosetown, it is suggested that the town adopt a zoning bylaw based on the zoning schedule and proposed zoning map outlined in this report.

FINANCES

In order to ensure the implementation of the proposed recommendations without imposing undue financial burdens on the town, it is recommended that:

1. The contemplated surplus on operations be used as far as possible to undertake street and sidewalk improvements.
2. Serious consideration should be given to levying a local improvement tax on future street and sidewalk construction and reconstruction programs.
3. Expenditures on developing and servicing new residential areas should be planned in sequence so

that limited areas which may economically be developed should be undertaken so as to limit debenture borrowings.

4. Home owners should be encouraged to commute their local improvement taxes in order to minimize borrowings.
5. Consideration could be given to have private investors develop desirable areas.
6. Service organizations should be enlisted to promote and subsidize costly recreational facilities.
7. A financial plan should be developed to program activities for at least a 5 year period.

XV IMPLEMENTATION

Any plan, regardless of how well it is conceived, is of little or no value if there is no intention of it being carried out. To ensure the successful implementation of the objectives outlined in this report, the following course of action should be considered by council.

The council should adopt the report as a guide for its long range development program and for day to day decisions relating to the development of the community.

Immediate consideration should be given to adopting a zoning bylaw to provide adequate controls through regulations of land use and the structures on them. This will ensure the orderly growth of the community by providing and designating various zones or districts for the development of the various land uses within the town.

Since the proposed plan will entail financial obligations by the town, a financial program extending over a period of years should be developed. Such a plan will ensure that the development program will be carried out in a logical and regular fashion by proper budget appropriations.

To successfully achieve the proposals and objectives of this report the town council should seek the active support and backing of the residents of Rosetown. This can only be accomplished if the people are thoroughly familiar with the proposals, their implications, and the results which can be achieved by following the courses of action suggested. This will require a well informed public which can be effectuated by publicizing the report through various medias of communication available and through public meetings and discussions organized by local groups.

In carrying out the objectives of this report, technical assistance in the form of consulting service to the town by the Community Planning Branch will be provided.

ERRATA

- P.17 L.41 Insert period after \$2500.
Insert capital T on the word
"this".
- P.18 L.4 For "Highway #7" read "Highway
No. 4".
- P.23 L.8 For "(figure 5)" read "(figure 7)"
- P.27 L.2 For "alleviate" read "alienate".
- P.35 L.5 For "(figure 6)" read "(figure 8)"
- P.38 L.31 For "that" read "than"
- P.40 L.18 For "from" read "frame"
- P.57 L.3 For "figure 11" read "figure 12".
- P.59, Table X, Col. 5. For "15512"
read "15511"
- P.59, Table X, Col. 6. For "917" read "9.7"
- P.61 L.33 For "which was" read "to be".